The New-York Times.

VOL. XXII.—NO. 6990. NEW-YORK, WEDNESDAY, NOVEMBER 13, 1872.—TRIPLE SHEET. PRICE FOUR CENTS.

BOSTON ALIVE AGAIN.

Business Men Too Busy to Mourn Over Their Losses.

Pecuniary Aid will Probably be Declined with Thanks.

No Prospect of Bankruptcy at Any Approach to It.

Opposition to Any Unusual Legislation or Relief Measures.

Severe Criticism of the Boston Authorities by English Journals.

Special Dispatch to the New-York Times.

BOSTON, Nov. 12.—This morning opened with a light but steady rain, which was the most welcome of all possible visitors, as it not only served to help quench the fire still smouldering in the ruins, but, answered the equally happy purpose of lowering the literary clear of the unpleasant sounds which yesterday impelled travel through the chief thoroughfares near the scene of the fire, and seriously interrupted business.

THE RUINS ON THE THIRD DAY.

As a consequence of the rain, when it fell quite heavily in the early morning, the entire for a short time were enveloped in a light mist that made them appear even more weird than they had done in the feral light they had given out during the darkness of the previous night. But, despite the rain and mist, they were early filled with crowds intent upon making a beginning of the work of reconstruction. To facilitate this business, the merely curious were strictly excluded from the limits, as was not the case yesterday, when any one was permitted to pass the lines upon his mere assertion that he had business within. Today, however, no one is allowed to enter without a pass signed by Gen. Burrill, commanding the military, and the ruins are thus kept free for the operations of these energetic merchants who already have gangs of men at work clearing away the *debris*, either for the purpose of recovering their safes or as a preliminary to the work of rebuilding. The buildings destroyed were so vast, and erected of such heavy material, that the whole space over which the fire swept is literally choked with bronze blocks of granite, fallen iron columns and huge masses of bricks. In Chicago, where the streets were wide and the heat so intense as to crumble marble and brick into powder, the thoroughfares were cleared with comparatively little labor, where they were encumbered at all which was seldom the case. But here the streets are narrow and crooked, and the buildings were composed of as much better material, that the wreck is much more difficult to get out of the way. All the streets are covered with the fallen ruins, so that it is impossible to take a horse and wagon anywhere in the burnt district, and the whole of the sixty acres are so thickly strewn with the *debris* that to who explores the area must clamber over granite blocks, hot piles of bricks, and stumble against the projecting ends of iron columns half buried in the mass of rubbish. The exploration, then, is an undertakme of considerable discomfort, nor is it unattended with danger. You must pass, at short intervals, under fragments of walls which yet adhere to their foundations, but by so frail a hold that they momentarily threaten to topple over and make a part of the general wreck below. Some of these fragments are very lofty, and it is almost marvelous that none of the thousands who were constantly traversing the ruins yesterday were buried beneath them. Some of these walls did fall, but providentially, so far as can be ascertained, without inflicting any injury to any of the curious crowds. Most singular of all these fragments which I met was in the case of the Purchase-street Church. This was an ancient edifice, built in the most solid manner of stone, but the sides had, nevertheless, fallen in, and the front wall, surmounted at the apex with a massive square stone tower, alone remained upright. This wall had, however, been eaten out at the top by the fire until this tower seemed perched in the air, balanced upon a single stone hardly three inches through. Every one who passed stopped to wonder at this marvel, and there was no one of them all, probably, who did not expect to see the tower fall; but it did not, nor did many others which seemed to have the least right to be remaining upright. In a few days, however, these remnants of walls, which now add so much of the grotesquely picturesque to the ruins, will all have disappeared, as the work of pulling them down has already commenced.

PLANS OF RECONSTRUCTION.

As a matter of course there is a general demand for an avoidance in the rebuilding of this portion of the city of the defects which are charged with rendering the catastrophe possible. Thus far only the narrow crooked streets and the Mansard roofs made of the most inflammable material are held liable for the disaster, and the general verdict seems not unreasonable. The fury against the Mansards is especially general and violent, and the intense feeling has found adequate expression in this morning's Journals. Upon this subject the *Advertiser* says:

"The French architect Mansard is thrice to be envied, inasmuch as he has escaped the obloquy of spoiling the city which bears his name. The peculiarity of the structures which he gave to a class of residences is already older than himself, of which our ancient contemporary roof was one modification. The Mansard curve is, we believe, now little used, and is not in favor with architects generally. But the sweet, pitched roof, which is the basis of the modified, without regard to the character or to the materials of which it is made. Now, it is certain that the real Mansard roof, built of iron or of incombustible wood, might not be objectionable on account of any troubles exposure from fire, and also that the modified Mansard roof, which Mansard himself would never have recognized, built of inflammable materials, and beyond the reach of ordinary engines, are the real offenders in our case, against which every citizen who wishes to sleep in peace and security should wage unceasing war."

But these expressions are quite mild, compared with those of the *Post*, which cries "Down with the Mansards" in this vigorous style:

"Looking over what there remains of Boston, one marvels that the fire did not go on forever. A view from the housetop reveals a forest of Mansard roofs, stretching up scales and towers and cornices of seasoned wood like so many beads ripened to sixteen the fuzzes. Crowded with this inflammable material, the fire may shed its destructive brands, but it has no lodgment with a profusion of tumbled organic obtained out of white pine, and supported by wonderously wrought pillar and capital, and frieze of the same material, they sit atop of hardly available blocks, like the old men of the sea, to ride them to the death. Each gambrel roof offers a problem for the flying brand to solve, and to succeed here there, and to leap over there to a new, and to burn more. Each box, each room, and each individual entrance of architectural detail took loudly claim to the Mansard roof records a cheat for the wind, and a veritable cheat of carriage for the long leaping flames. Once grasped, the fire will not leave the Mansard for a refuge, but revels and riots there, and sends out fresh emissaries of destruction on the delectable kindred to the right and left. Thanks on the other side. From housetop to housetop it speed, compelling all beneath it to aid in the chase, until the name of the architect of Louis XIV. was written in the shattered and smoking ruins of Boston's noblest edifices. An acre of pine wood goes to make the Mansard roof of each of our fine modern blocks, and a fine fire it makes. This is no fancy or prejudice, and we propose to leave that the property-owners on what last week was Hard-street are taking measures to insure the absence of this abomination. If any structures to be erected on their land. There is intention to build for the Mansard as regards architectural beauty, when contrasted in the cheap and tawdry manner usual; and if these roofs may not be built of honest and enduring material, as is the case of that now going up on the new Post-office, we doubt not that the community will join in the cry of Down with the Mansards!"

There is no means of telling whether the present indignation against Mansards is a mere passing spasm or will take practical form in the rebuilding of the burned district, but it is safe to say that any one found today constructing a Mansard would meet with very decided expressions of popular disapproval.

The other expedient to avoid the dangers of a great conflagration in the future is the straightening and widening of the streets. In the burnt district, as nearly everywhere else in Boston, the streets are only crooked alleys, and the fire lapped across them from block to block without the slightest difficulty. The damage to property no less than the inconvenience in the transaction of business presented by these abominable streets found public expression even when the war of the devouring flames was loudest, at the meeting of citizens on Sunday, when Mr. Gray denounced that the land be taken and the new course and width of the streets be marked out within forty-eight hours. The newspapers this morning all speak approvingly of this advice, and some of them assume that the power to make the changes is vested in the City Council. If there is any such power, it is probable it will be exercised, and in that case the work of rebuilding the burnt district will be commenced as soon as streets can be cleared of the *debris* that now fills them, and will probably be done in a way that will add greatly to the beauty and convenience of the city, and as it is evident that the buildings to be erected will be large and costly, it is safe to say that the district, two years hence, will be far more attractive in every respect than it was four days ago. The general plan to be carried out has not yet been fully matured; but the proper authorities have the matter under consideration, and will probably come to a decision in a day or two.

THE SADDEST PHASE OF THE DISASTER.

Before anything in the way of reconstruction can be done, the wreck must be cleared away, and there is a general fear that in doing so the bodies of some human beings who perished in the great fire will be uncovered. It is not positively known that any more than four persons were buried under the ruins, but with him two of the noble firemen. As yet is not positively known who these firemen were, but fears are entertained that Assistant Foremen William Parry and Daniel Coolran, of Hook and Ladder No. 4, both of whom have been missing since that time. This afternoon a search will be made for these bodies, and the painful rumors now current will be see at rest by the equally painful truth. These four are the only persons known to be buried under the ruins, but fears are entertained that these may be two other firemen named Humphrey and Sullivan, of Hosmer No. 5. These men were last seen on the roof of a house in Washington-street, making their way toward the fire then raging in the rear of a house at the corner of Washington and Summer-streets, but it may be that they escaped and have not yet been able to rejoin their companions. In any event, the loss of life, although deplorable, is very slight compared with Chicago, as here there were few families burned out, and there was nothing of that general panic when there involved such an awful sacrifice of human life. It may be that some bodies besides those known to be under the ruins will be discovered, as the *débris* is removed, but at present there is no reason to believe that such will be the case.

'Tis at, of course, the first cause of congratulation, that the disaster is no worse, and the next is, as was briefly remarked yesterday, that the means of social enjoyment, except in the temporary stoppage of the gas, are left entirely unimpaired. The hotels are all intact, and the streetcar cleaning so Boston has no difficulty in obtaining accommodation suited to his inclinations. Except that they are somewhat crippled by the horse disease, the means of street transit are the same as ever, as the tracks of all the street railroads were beyond the fire limits. Not a theatre, museum, nor an institution of learning was touched, nor were any art treasures, save some few pictures in the studios of artists, destroyed. This morning, and indeed yesterday, also, the Bostonian had his newspaper as usual, the offices of all the dailies escaping entirely, except those of the *Transcript* and the *Post*. The first was totally consumed, but the paper was printed in the afternoon, as usual, on the presses of the *Globe*, and the building of the *Post*, although almost in the midst of the fiery furnace, escaped, greatly damaged it is true, but yet in such condition that it could be used to get out the paper. All the newspapers are forcibly illustrating the truth of the old adage, that "it is an ill wind blows nobody good." So they are all overworked this morning with advertisements, which are totally "useless of removal." They also have, however, many advertisements of insurance companies proclaiming their solvency and soliciting business from those obliged to change their policies by retaining. The stockholders of many of the companies held meetings yesterday and today, and, with three or four exceptions, volunteered to contribute money enough to put them on a new base.

There is no better illustration of the material prosperity of this city than is exhibited in the manner in which the business men talk of their losses and of the future. I saw today one of the largest boot and shoe manufacturers in the country, and was told by him that of seven-eighths of the men engaged in that trade the loss would be no greater than would result from a year or two of dull business. The stock was small, they were well insured, and in every case will recover at least fifty per cent on their policies. Indeed, the more that business men consider the matter, the more cheerful they feel. Of course there is a loss, and a large one, cannot now be denied, but it is very evenly distributed among a large number of insurance companies in this place, New-York, Philadelphia, and Europe, and where it is personal will fall upon men of large wealth, who are likely to feel it only in the curtailment it will make in costly home and business expenses. Indeed the whole affair is looked of now by many people here in almost a boasting way, and I have heard several prominent gentlemen state that there was not a city in the United States that could experience such a loss with so little detriment to its prosperity.

It is now possible to give a comprehensive statement of the effect of the fire on the business interests and prospects of the city. The branches of trade that are crippled are the dry-goods, the boot, shoe, and leather, and the wool interests. Of these the losses of the first mentioned are heaviest, and those of the last perhaps the hardest, though very considerable and hard to be borne. Unharmed are all the great financial interests, excepting insurance companies and a half dozen banks, the broadcloth interests, the great grocery houses, the publishing houses, excepting that of Patrick Donahoe, the Catholic book publisher, and the retail trade generally, with the exception of a few jewelry establishments, a smaller number of dry-goods stores, and a small matter of other classes of retailers. Of the dry goods jobbing houses but one remains in the city unharmed. Nearly all the wholesale houses, and the houses closely connected with them in the wholesale clothing business, without any exception, have been swept away. The stocks on hand were generally large, and consequently the losses have been heavy. How the firms will come out it is not possible yet to know; but it is thought that the majority will pull through without failure, and that those who may be obliged to suspend will have all the aid that can be given from their more fortunate brethren. The pluck and energy that the firms in the dry-goods line are showing is noticeable. They are establishing themselves in new quarters, and are endeavoring to arrange for as little as must hear their old stands. With them who proposes to at once rebuild, the land and shop and leather people are fortunate. If it was their fate to be burned out, the thing couldn't have been done at a more opportune time. It was between the two seasons, and when the stock in store was unusually light. A month or two earlier or later, the stores which have been destroyed would have been crammed with goods. It is believed that very few of the firms will be obliged to suspend payment. The running power of the factories is, of course, unimpaired, the raw material is ample in amount, and there is plenty of time to restock before the 1st of January. It is thought that if the outside customers who usually anticipate the regular opening of the trade by a few weeks will postpone their visit until the time of active trade, the dealers will be prepared to meet them with as good an assortment and as large a supply of goods as at times before the fire. The stock of wool destroyed is estimated worth not far from four and a half millions of dollars. A large number of the houses burned out were commission houses, and, consequently, the loss does not fall exclusively here. It is considered that the trade is only crippled, as something will be got by insurance, the amount of which is understood to be very large.

FAULT FINDING.

Considerable fault has been found with the manner in which the work of suppressing the fire was conducted. There are not wanting those who accuse the Mayor and Chief Engineer of vacillation and want of strength of character, in not taking means to blow up buildings before they did, and thus prevent the fire from spreading. It seems by the city statutes that the authority to do this is delegated wholly to the Chief Engineer, and as he appeared unwilling to assume this responsibility, the Mayor did not like to act in the matter. It is difficult to tell how far these officials are to be blamed. Certainly, in several instances the blowing up of buildings only added to the intensity of the fire; and the event proved that unless a large number were blown up under some system, and the shattered mass promptly drenched with water by the firemen, this means of prevention was worse than useless. As a rule, however, the people, profoundly thankful that matters are no worse, are not disposed to indulge greatly in fault-finding, except as to Mansards and narrow streets, save upon one point. Citizen soldiery are found here to answer the purpose of preserving the peace during a great crisis no better than they did during the days after the Chicago fire, and a public sentiment is forming on the subject which will probably compel their withdrawal, and remand the city to the police today or to-morrow. Several cases are reported where these soldiers were found intoxicated yesterday, with loaded muskets in their hands, and, besides their apparent uselessness as guards while in the condition, there was the constant danger that they would purposely or accidentally shoot somebody. There has been no such disorganization of society here as to call for the supersedure of the civil authorities, and the public will not patiently submit for another day to martial law. The police of the city has been happily massed, and shows admirable qualities during the crisis, so that the city runs no risk in giving them back their charge. While they have been firm in the discharge of their duties, I have met no one of these gentlemen who has not been considerate for the excitement of citizens and the ignorance of strangers. When going in and out the guard-lines of the burnt district, these was no one of these officers who did not ask for the required pass in a gentle, manly manner, and who did not return it after examination with a "thank you," all of which information will appear highly ludicrous to the average New York policeman. With such officers as she has, Boston has no need of soldiery, even if matters were far worse than they are or have been. But this morning there is no need for any thing more than the usual surveillance of the city. There have been frightful stories current of the influx of rowdies, and these have undoubtedly been some of them here, but there has been as yet no authenticated case of outrage. The alleged incendiarism has thus far little better foundation than vivid imagination, and whatever may have been the facts yesterday and the day before, there is certainly no need today for extraordinary precautions to preserve the public peace. The great crowds here yesterday have returned to their homes, and the streets, even in the neighborhood of the burnt district, present their usual appearance.

NO PECUNIARY AID NEEDED.

The city is righting up with wonderful rapidity, and it is hardly too much to say that the disaster has already sunk in popular estimation to the level of any fire calamity a little larger than usual. There has been no case of bankruptcy reported among the merchants burned out, but on the contrary the newspapers are crowded with notices of resumption of business by most of the sufferers in new localities. No bank has suspended, and it really appears that a little forbearance upon the part of creditors, with perhaps some extension of banking facilities, is all that is required to set Boston firmly on her feet. The offers of pecuniary assistance which are pouring in here from all parts of the country, must in the end be declined. It will not require over $100,000 to make the few poor families burned richer than they were before the fire, and it is not probable that the merchants and real estate owners who have been the principal sufferers will need or accept pecuniary aid. The city authorities are placed in an unpleasant dilemma, by the haste with which the first offers of assistance were accepted, as they cannot well refuse any proffer from such.

DANGEROUS SHILL.

All is quiet tonight. A strong military patrol marches the suppression to see that no disorder occurs, and to-night is darkness, and no fire to-night. The weather is cold and clear.

The fact that incendiaries are about remains, but not an attempt is made that rises to the dignity of fires. A cooper's shop, on Dudley street, Boston Highlands, was set on fire last night, and the engines and hose carried to the spot, but the fire was discovered before it made much headway, and was extinguished. Another incendiary fire is the case of a dwelling house No. 27 Connell-street, which was also put out with little damage. Early this morning a building on Washington-street, in the neighborhood of Dover and of a party attempting to fire a building near the Dudley Street office. Last evening several men and boys were observed piling wood against a wooden dwelling-house on Tyler-street, and had kindled a fire, when the police came upon the scene and arrested Thomas Fisk, Wm. Lurtes, Thomas Brown, Thomas O'Connor, Henry McLaughlin, James Gilmore, Henry Steenkins. Two-thirds of the number of the ringleaders escaped, but they are well known to the police.

BAR-ROOMS CLOSED.—ARMING.

At noon today all the bar-rooms were closed by order of the Mayor. The military record termine a cordon around the burnt district has been increased, and no person allowed to pass without a permit as the fire lines.

BOSTON, Nov. 12, 1872.

Pass bearer within the lines. By command of Brig.-Gen. J. S. Burrill.

H. MOORE, A. A. G.

Military rule is a precautionary measure, by consent of the Mayor.

MEASURES OF RELIEF

Meeting to Mature and Appoint a Committee.

Special Dispatch to The New-York Times.

BALTIMORE, Md., Nov. 12.—This afternoon a meeting to take action in the matter of relief for the Boston sufferers, was held at the Corn Exchange, Mayor Vansant presiding. Resolutions of sympathy were passed, and a committee appointed to inquire what aid is needed, and take steps for furnishing the same. The following gentlemen constitute the Committee: Mayor Vansant, William E. Hooper, Patrick McGill, J. Hall Pleasants, Fred. W. Brune, and George J. Appold. The Mayor laid before the meeting a message of condolence had sent to the Mayor of Boston. Subscriptions have been opened at the newspaper offices and other public places, and large amounts have already been contributed.

Proposed Aid—Telegrams and Donations Received.

BOSTON, Nov. 12.—At a meeting of the Citizens' Aid Committee today, Wm. Gray, the Chairman, read with great emotion a dispatch from Mr. Dexter, Chairman of the Relief Association of Chicago, stating that that body had appropriated $100,000 for the relief of Boston, and tendering its deepest sympathy in remembrance of favors tendered to Chicago in its calamity. [Prolonged applause.]

Rev. Robert Laird Collyer, of Chicago, telegraphed that the Relief Committee of that city were on their way to Boston.

Gov. Perham, of Maine, was present, and tendered the sympathy of the State, and offers of aid, from its citizens.

Numerous other cheering reports were made.

Baylor & Co., of Liverpool, sent in a check for $5,000, through their Boston house.

Jordan, Marsh & Co. donated $10,000, through Cyrus Dannell, for the benefit of the firemen.

PROVIDENCE, R. I., Nov. 12.—A meeting of citizens today resolutions of sympathy with the sufferers at Boston were adopted and a committee appointed to receive contributions for their relief.

Dispatch from the Secretary of the Treasury to Gen. Butler and Collector Russell, at Boston.

WASHINGTON, D. C., Nov. 12.—The following telegram was today sent from the Treasury Department:

WASHINGTON, D. C., Nov. 12, 1872.

To Gen. B. F. Butler, and Thomas Russell, Collector, Boston, Mass.:

The President authorizes me to say that every facility in the power of the law shall be offered to the citizens of Boston by the Government, and should the circumstances appear to demand action by Congress, such action will be recommended be him.

(Signed,) GEORGE S. BOUTWELL,
Secretary of the Treasury.

Meeting of the Citizens of Baltimore, and a Committee Appointed.

BALTIMORE, Nov. 12.—At a meeting of citizens today, called by the Mayor, to take action in aid of the sufferers by the Boston fire, a committee was appointed to ascertain in what manner such aid can be most efficiently rendered, and to collect, if need be, such material assistance as may be necessary. Resolutions were adopted expressing profound sympathy with the people of Boston.

Boston Merchants Recovering.

The merchants of this City connected with those establishments affected in the general crash, have already shown that desire to reconstitute the trade of that city. Yesterday the committee of Messrs. Ogden, Ogden & Co., of Boston, purchased forwarding bales of dry goods to Boston to supply their wholesale customers.

Correction of a Telegraphic Statement of Loss.

The statement in a telegram from Boston that the loss of R. L. Solomon & Sons was estimated at from $20,000 to $300,000, proves to be incorrect. That firm stated last night that their Boston abounded to $70,000, on which there was $50,000 insurance.

THE NEWS IN ENGLAND.

Sympathy with the Sufferers Expressed.

The Authorities Severely Criticised—A Commission from the London Underwriters to Visit Boston.

LONDON, Nov. 12.—All the London morning papers express the deepest sympathy for the sufferers by the conflagration in Boston. They attribute the great disaster to the want improvement of the fire department, police, and municipal authorities of that city.

The *Standard* says: "The Boston fire is a scandalous outrage on civilization, and evidence of a most inefficient City Government." By way of showing the superiority in some that the loss of the Boston fire of a small, well-organized Fire Department over a large but badly managed one, is compared the small London Fire Brigade and the narrow, crooked streets and alleys of this city, where fires seldom get beyond the confines of their primitive, to the thousands of magnificent Brownie, brick granite structures and open places in Boston. "There," it says, "the best portion of the city was destroyed for want of good management to prevent the progress of the flames, which were finally stopped by gunpowder, and this wrought, because was entrusted to private owners instead of skilled operators."

It is believed here that the amount of insurance in London companies upon property in the burnt district of Boston is $5,500,000.

A commission is to be sent to Boston by the Lonon Underwriters to make an investigation of the facts in relation to the origin and progress of the conflagration as a matter of general importance to insurance interests.

INSURANCE.

The *Tribune* has a review of the Legislation of the Companies of New-York, Boston and Hartford.

The apprehensions of irreparable losses existing in many insurance offices were allayed yesterday after careful researches by officials into the books of the companies, and the receipt of further advices from Boston. Several New-York companies, however, were examined by the Insurance Department. Where they have been heavily, will be assessed to enable those corporations to examine business without embarrassment. By the information given, it appears that the New-York companies have lost by the fire in proportion of their assets to Boston, $7,345,000; Hartford companies, $4,000,000; total, $20,345,000.

The following is the corrected list of the losses incurred by the New York companies, so far as could be ascertained:

Ætna	$2,000
Atlantic	10,000
Arctic	10,000
Atlantic, Brooklyn	10,000
American	10,000
Astor	10,000
Broadway	10,000
Bowery	10,000
Commercial	10,000
Continental	10,000
City	10,000
Citizens'	10,000
Columbia	10,000
Dutchess County	10,000
Eagle	10,000
Empire City	10,000
Exchange	10,000
Fulton	10,000
Firemen's	10,000
Fire Association	10,000
Fire Department	10,000
Farragut	10,000
Firemen's Trust	10,000
Globe	10,000
Germania	10,000
Glens Falls	10,000
Hanover	10,000
Home	10,000
Hope	10,000
Humboldt	10,000
Howard	10,000
Hudson River	10,000
Hamilton	10,000
Hoffman	10,000
Home, Brooklyn	10,000
Home Mutual	10,000
Hudson City	10,000
Howard, Brooklyn	10,000
Irving	10,000
Imperial	10,000
Jefferson	10,000
Kings County	10,000
Knickerbocker	10,000
Lafayette	10,000
Lamar	10,000
Lenox	10,000
Lorillard	10,000
Long Island	10,000
Manhattan	10,000
Metropolitan	10,000
Mechanics'	10,000
Mercantile	10,000
Metropolitan, Brooklyn	10,000
Manufacturers'	10,000
Market	10,000
Mechanics' and Traders'	10,000
Merchants'	10,000
Metropolitan, Brooklyn	10,000
Nassau	10,000
National	10,000
New-York Equitable	10,000
New-York Fire	10,000
New-York Mutual	10,000
North River	10,000
Niagara	10,000
North American	10,000
Orient	10,000
Orient, Hartford	10,000
Orient, Conn.	10,000
Orient, Brooklyn	10,000
Orient, Mutual	10,000
Peter Cooper	10,000
Phœnix	10,000
Phœnix, Brooklyn	10,000
Peoples'	10,000
Pacific	10,000
Pacific, Brooklyn	10,000
Peoples', Brooklyn	10,000
Queen	10,000
Republic	10,000
Relief	10,000
Rutgers	10,000
Resolute	10,000
Republic, Brooklyn	10,000
Security	10,000
Standard	10,000
Star	10,000
St. Paul (Minnesota)	10,000
St. Nicholas	10,000
Sterling	10,000
Security, Brooklyn	10,000
Standard, Brooklyn	10,000
Star, Brooklyn	10,000
Stuyvesant	10,000
Tradesmen's	10,000
Tradesmen's, Brooklyn	10,000
Union	10,000
United States	10,000
Universal	10,000
Williamsburg City	10,000
Total	$7,345,000

THE FOREIGN COMPANIES.

The foreign companies have lost heavily, their risks in the burnt district exceeding $6,000,000. The following is a list of the losses reported at the companies' offices yesterday:

Commercial Union, England	$250,000	Queen, England	$250,000
Imperial, England	250,000	Royal, England	1,250,000
Liverpool and London and Globe	1,250,000	Lancashire, Manchester	125,000
Home British and Mercantile	600,000	London	100,000
		Total	$4,000,000

SUPPOSED BOSTON COMPANIES.

The losses by the fire have caused the suspension of sixteen companies in Boston, with a probability of further suspensions. The full extent of the loss is definitely known. The sixteen companies mentioned above are as follows:

Boston, Boylston, City, Eliot, Faneuil Hall, Firemen's, Franklin, Howard, Lawrence, Manufacturers', Merchants', Metropolitan, Neptune, Prescott, Suffolk and Lenox, Boylston, Suffolk.

Corrections in Insurance Losses.

The Queen Insurance Company loses about $400,000, for which the agents are authorized to draw upon Liverpool.

The People's Insurance Company of New-York, N. Y., have no risks in Boston, and therefore, do not lose anything.

The Traders' Insurance Company of Chicago, have suffered to the extent of $30,000 only by the Boston fire.

The Exchange Fire Insurance Company, of this City, comes out of the great Boston fire as it did out of the Chicago conflagration. Its entire risks in Boston are only $12,500, while its assets are $200,000.

The American Exchange Company, of Boston, chartered in 1810, is considered as only to survive the disastrous fire in that city, but to come out with unimpaired capital and a balance of over $300,000 of its former large surplus.

The Relief Insurance Company, reported as having suspended in consequence of the Boston fire, has lost only $40,000 thereby. The present assets of the Company are $300,000.

Boston Insurance in Various Towns.

GLENN'S FALLS, N. Y., Nov. 12.—The Secretary of the Glens Falls Insurance Company reports its Boston loss will be much less than was estimated. Some of the risks supposed to be burned were not. It will pay its loss, and have a surplus of over $200,000 besides its capital.

NEW-HAVEN, Conn., Nov. 12.—The Secretary of the Mechanics Fire Insurance Company states that his Company will lose but little by the Boston fire, and the loss will not impair the capital. He pronounces the statement in the morning papers of a loss of $500,000 incorrect.

COLUMBUS, Ohio, Nov. 12.—The general agent of the Home Insurance Company, of this city, telegraphs here to-night that the total loss to the Company by the Boston fire will be $1,000,000. The Company has $6,000 reinsured, which makes the actual loss $44,000. The losses will be paid promptly.

A LAKE DISASTER.

Wreck at a Subscriber of Georgian Bay—Saving of the Crew.

Special Dispatch to The New-York Times.

OSWEGO, N. Y., Nov. 12.—The schooner Wm. John, from Kingston, bound to Oswego, with a cargo of peas, lifted and sunk within two miles of this port, at 6 P. M. today. The crew was saved by the schooner Centennial.

WATERFORD BANK ROBBERY.

Recovery of Part of the Stolen Property in Albany—Identification.

ALBANY, Nov. 12.—A number of articles, comprising valuable papers, watches, sacrifices, two boxes, pocket-books, gold coin, &c., stolen from the private boxes in the Waterford Bank vault a few weeks ago, were found in this city today. Mr. Cornelius Van Hoevenberg, of the Waterford Bank, reached this city this afternoon, and identified all the articles found in the streets here, and also about $4,000 worth of property, which was found under the stoop of the residence of Mrs. Delancey, on Lodge-street, this morning. The property consists of two grips for $2,500, gold and silver watches, purses and jewelry.

SOUTH AMERICA.

Assault upon the Argentine Republic—A Counter-Revolution.

LONDON, Nov. 12.—The Royal Mail Steamship Boyne, from Rio Janeiro Oct. 25, has arrived.

Gen. Mitre, the Argentine Envoy, was recently dismissed his negotiations with the Brazilian Government to a satisfactory termination. All obstacles to an amicable settlement had been removed. The Argentine Confederation was to make a separate treaty with Paraguay.

FOREIGN NEWS.

Perilous Voyage of the Helvetia from New-York to London.

The British Movement for Suppressing the East African Slave Trade.

The Swiss Government Sustained Against the Pope.

New Political Combinations in the French Assembly.

Russian Relations with Central Asiatic Nations Insecure.

MARINE DISASTERS.

The Steamer Helvetia in Peril—Drifting with Broken Machinery—Found safe—Falmouth, England—A Courageous Mark Accomplished.

LONDON, Nov. 12.—The steam-ship Helvetia, which sailed from New-York Oct. 26 for London, encountered severe weather when nearing the English coast. On Friday last, while off Portland, her machinery broke. She succeeded, however, in reaching the vicinity of the Isle of Wight, when she became unmanageable and drifted rapidly toward the French coast. As Cherbourg came in sight the anxiety of the officers became very great. They were unable to regain control over the steamer's movements, and were in danger of being driven on the shore. When within six miles of Cherbourg they barely escaped rocks and made other means of distress, but they were not noticed on the shore. Fortunately the wind changed, and the steamer, drifting by the harbor, 14 days the signals. The Helvetia then began to make her way to port, while trying to give the town a wide berth, struck and had been launched by the Helvetia. The boat was crushed to pieces; one mate was killed and two injured. The Helvetia was finally towed into Falmouth, arriving there today.

The Norwegian bark Dagmar, Capt. Pedersen, which left New-York for Queenstown, was driven ashore on the 8th inst. in a sinking condition. The crew was rescued by the officers and crew of the ship Atlantic, after much difficulty, by means of a life-boat, and landed at Queenstown last evening.

GREAT BRITAIN.

The Royal Geographical Society and Dr. Livingstone—East African Slave Trade.

LONDON, Nov. 12.—The opening lecture of the season before the Royal Geographical Society was delivered last night by Sir Henry Rawlinson, the President of the Society. Alluding to the finding of Dr. Livingstone by Mr. Stanley, he declared that the journey of the latter into the interior of Africa was a most important event, and Mr. Stanley deserved a medal from the Society for the accomplishment of his great undertaking.

The foreign Governments which were requested by Great Britain to co-operate in the movement now being made in this country for the suppression of the East African slave trade, have sent replies expressing their sympathy with the cause, but declining to unite in the active measures contemplated by England.

SWITZERLAND.

The Feud with the Pope—The Government Sustained by the People.

GENEVA, Nov. 12.—The election for the General Council took place last Sunday. The action of the Government removing M. Mermillod from his bishopric, and forbidding him to exercise his Episcopal functions within the diocese, was made a test question. The Government was sustained by a vote of 6,400 against 1,800.

FRANCE.

President of the Assembly Chosen from the Political Centre—The Ambrose Fleet.

PARIS, Nov. 12.—The National Assembly today re-elected M. Grévy, President, by a vote of 488 yeas to 42 nays.

Gen. Chanzy has restored the Chairmanship of the "Left Centre" on account of his military duties. A new political combination in the Assembly is rumored. The "Left Centre" is reported to be meditating a rupture with the "Extreme Left," and a fusion with the "Right Centre."

The American fleet will winter in the Mediterranean. The flagship and a corvette will remain in Marseilles, and the other vessels at Toulon and Villefranche.

RUSSIA.

Commercial Treaties with Central Asiatic Countries Probable—Reconciliation of Mussulmans Against Khiva.

ST. PETERSBURG, Nov. 12.—The Imperial Foreign Office is about to conclude treaties of commerce with the three principal States of Central Asia, viz., Khokan, Bokhara, and Kashgar.

The *Gazette de St. Petersburg* (official) says the peaceful relations between Russia and Khiva cannot be maintained, and declares that the safety of the Russian forces depends upon our relations with Khiva."

SPAIN.

Carlist Bands in Biscay—Proposed Penal Code to be Amended to the Roman Model—Spanish Merchants.

MADRID, Nov. 12.—Bands of Carlists have appeared in the province of Biscay and are committing depredations. The Minister of the Colonies will soon introduce in the Cortes a bill authorizing the enforcement of the Spanish penal code in Cuba and Porto Rico.

GERMANY.

Reception of the Prussian Diet—The Speech from the Throne.

BERLIN, Nov. 12.—The session of the Prussian Diet, which was reopened on the ninth of October, was reopened as usual yesterday.

The Emperor was not present, but the speech from the throne was read by a Cabinet Minister, and was framed and on the purpose. A number of the session will be necessary. The relations of the State to the Ultramontane agitation are alluded to as a matter for legislation. The Country Reform bill will again be submitted. Highly essential. The necessity and expediency of the measure are demonstrated. The speech concludes with a declaration that the Government is firmly resolved to carry out its measures of improvement in the interests of the Kingdom and with avail itself of all the constitutional means at its disposal to effect the object.

The Upper House subsequently proceeded to choose a President, and elected Baron Seidewitz, a friend of the Government. Only six votes were cast against him.

CHINA.

Cable Telegraphic Communication Between Hong-Kong and Shanghai Broken.

LONDON, Nov. 12.—A dispatch from Hong-Kong says the telegraphic cable between that city and Shanghai has ceased to work. The cause of the interruption was unknown.

OUR CHARITIES.

The Institutions on Blackwell's Island.

A Visit to the Workhouse and Almshouse—Interesting Statistics.

There are few more efficient, in this country, of the methods of public relief than the almshouses and workhouses on Blackwell's Island. Their location is the chief cause of their success. Being on an island, they are removed from the temptations which beset the poor in the city, and from the facilities for begging which are offered to visitors. Their inmates are obliged to work, and the labor of the able-bodied helps to support the sick and infirm. Their discipline is firm, but not severe, and they are managed with economy and intelligence. The Commissioners of Charities and Correction have their offices in the Almshouse, and the Superintendent of Almshouse, Mr. Hart, has his residence there. The Superintendent of the Workhouse, Mr. Hoey, lives in the Workhouse. The Penitentiary, Lunatic Asylum, Hospital, Charity Hospital, Work-house, Almshouse, Nurses' Home, Training School for Nurses, Pest-house, Reception Hospital, Workhouse Hospital, Almshouse Hospital, Workhouse Hospital, Almshouse Hospital, Workhouse Hospital, Almshouse

AUSTRIAN NOTES.

Strange Alliances—Wine Blood and Ink Parable.

Prince John Not So Low—An Archbishop's Matches—Austrian Influence—The United States and the Exhibition.

Special Correspondence of The New-York Times.

VIENNA, Monday, Oct. 27, 1873.

The tragic death of the German Emperor's daughter, Princess Alexandrine Albert, and her last words, uttered in delirium, "Mamma, Mamma, let me rest with my ancestors in royal crypts, not under the green turf of the wild of his wife, has revealed the many strange alliances which have of late united some of the people here with the humblest of the people. Older men remember with many a sigh (even on the heath the great Archduke Franz of Austria, whom Germany called to life in the throne, when the unity of the Empire and the greatness of the nations were as yet but plans written and brilliant visions, here to be superseded nearly by the stern rule of absolute government in undisturbed quietude. Even the young love to read once more how the dashing young Prince once impatiently waited for the horses to be put to his carriage as he was travelling through beautiful Tyrol; how at last a young, handsome postilion appeared, jumped on the nearest horse, and, merrily laughing, drove him at a famous rate along the banks of a purling brook. The graceful form, the lively cut features, and above all, the clear, ringing voice of the boy, for such he seemed to be, attracted his attention. He entered into conversation, and as the boy turned to answer, a flood of rare beauty met his eyes, and as he replied to questions after question with sharp quickness of perception, a mind of strange power was revealed to him. He paused, his inquiries, and gave toward out that it was the innkeeper's daughter, who, rather than let the Archduke, whom she and reader in Tyrol loved with great reverence—wait any longer, had donned the postilion's costume and driven the young Prince to his destination. He sent her for a time to a finishing school; and when she returned, with all her gracious gifts of body and mind fully developed, but with her simple, pure heart unchanged, he made her his wife, somewhat to the wrath of his kinsman and the unspeakable chagrin of the family council. As Commissioner of Mercy, she lived with him in his retirement in Tyrol, joining him in every great and good work that adorned his life, from the day when he installed her at the modest mountain castle to the solemn hour when she followed him to Frankfort and witnessed the melancholy failure of the restoration of Germany. For sadder was the little romance that seemed for a moment to brighten the retiring married life of Prince Albert of Prussia. In his youth, already, he had been married for State reasons—if a Princess of the Netherlands, whom beauty and many royal fortune made her express match for him who was then but a poor Brandenburg Prince. It soon appeared, however, that the proverbial freedom of the royal blood was in this case, at least, matched by the quick discovery of married rights which the beautiful Princess manifested, to the intense astonishment of the Berlin people and the deep indignation of the old King. Her hearts her hand and wife went their own way; she stamped lower and lower, till at his fairly equaled that of the Queen of Spain. No marking consolation and happiness in the society of a Court lady. At last matters came to a crisis, a divorce arranged by a royal family council enabled the lady to return to her home and to disappear from society, and the Prince to marry—morganatically, as it is called in Court language—the long-cherished friend. She was created a Countess of Hacenau, and, for a few short years, the happy parents of a couple of fine sons lived in quiet bliss on the banks of the Lake of Geneva. It was the memory of these bright days, no doubt, which made the poor dying Prince fashion for a grace by her side. The request could not be granted; the new Empire probably demanded a sacrifice, on which the modest Kingdom of Prussia would not have insisted; or, the Intelligencer of the Countess, who abandoned the Prince to marry a man below her, may have been better known to the Court than to the deputies. As all events, the solemn ceremonies of State and Church were only performed over the Imperial Prince, and his body deposited in the crypts of Charlottenburg, where the sculptor's immortal masterpiece has memorialized the memory of Queen Louise of Prussia.

AN ARCHDUKE'S MATCH.

The interest felt in these romantic affairs has been still further increased by the happy issue of a similar match entered into by an American Archduke. A few years ago the Archduke Henry fell so desperately in love with Miss Hoffmann, a girl of modest beauty, sweet temper, and gentle, winning manners, but possessing no other gift of luck or beauty, a simple citizen's daughter, that no prayers and no representations could wean him from his attachment. He married her, however, but a man, capable before all the world, fulfilling nobly all the requirements made by State and Church, and willingly abandoned all the privileges of his high position. His name was struck from the army-list, where he ranked as Field Marshal, his high orders were taken from him, and the wrath of the Archduchess Sophie—then the ruling spirit of the Imperial family—went so far as to cause a cautious reduction of his allowance. With pure fondness and noble constancy she bore it all, and enjoyed true happiness by the side of his loving wife, and in the midst of his numerous children. At last, when friends, first with admiration for his constancy, and convinced of the genuine merit of his wife's character, removed their intercessions and finally saw their efforts crowned with success. During the last week his dignities have all been restored to him, and the Emperor himself is said to have been delighted with his new titles—that of Archduchess Hofmann, née Hoffmann.

AMERICAN INTELLIGENCE.

It is not a little curious that the reputation was in no small degree due to the active efforts of a clever American lady, whose superior mind and matchless tact, aided by the high position which her husband occupies in the stirring diplomacy of the Empire, have made her quite a power behind the throne. Her influence—carefully concealed from outer observation—is used with the greatest discretion—has rapidly increased from the day when the fair New-York girl first attracted attention as a Bohemian watering-place in the time, when courtiers bowed low to her and statesmen deigned to listen to her opinions, uttered with shyness, but inspired by a rare womanly talent. And yet this is but one of the thousand ways in which American influence makes itself gradually felt in all classes of society and in all portions of the Continent. English life is too nearly akin to our own to show similar striking results, but the people of other races are fast learning all that is valuable to them in our character and our ways of life. It is not only in the arts and sciences, where engineers and physicians, designers and dancers, with occasion others, have rapidly obtained the front rank in almost every large city. American fabrics, from the woollen patterns to the finest of muslin, are advanced in every paper and, most observing without and almost in all the cities of the Austrian continent. Hotels and restaurants—hospitable houses are called here—display the name of America, even when perfectly willing to adopt all other nationalities, but this figure the compliment of our landlords who profess to "keep hotels on the European plan."

THE UNITED STATES AND THE EXHIBITION.

The greatest triumph, however, is hoped for as the great Exhibition which will be opened at Vienna next Sunday. The purpose of our President to call the attention of Congress to the importance of an appropriate representation of the United States on this occasion, and the great notoriety of Gen. Van Buren, the able and versatile [illegible] of our Government have already produced the happiest effects. Special [illegible] which will appear there, on every section will send a selection of their manufactures, their equipment, and the enclosed [illegible] above, that under an exterior calculated to excite admiration, there [illegible] Europe in the Austrian capital. A Pullman car, with all the late improvements, luxurious and elegant, will be waiting, and Sunday excursions are proposed to convey visitors from one part of the exhibition to another. The masses may subscribe liberally, with every possible variety of means of conveyance, and placed on the one hand, [illegible] of a perfect waterworks, spouting French and Chinese, will surface to assist the [illegible] and probably for sometime the greatest [illegible] sent by the Prussian, in which they propose to exhibit their skill in farriery and domestic [illegible]. The interest on the [illegible], which will be probably [illegible] to daily [illegible]. General [illegible] Queen the Queen of Spain is [illegible] commendably to visit the grounds, which splendidly laid out, and illustrated papers give us sketches of the principal buildings, of which more than one [illegible] have an [illegible] erected. A very peculiar feature, which would at no small have [illegible] Centennial, is the [illegible] by Canon, of Edinburgh, which, in the shape of a small [illegible] as the principal room of the main building. It is an allegory, representing the equality of all the different Christian [illegible] the members of Christ's [illegible]. In the centre Moses stands with a [illegible] stone, a little [illegible] on his breast, and on the second [illegible] stands the child Jesus, at his feet John the Baptist is seen alone, and beneath this arrangement groups are assembled representatives of the Catholic, Lutheran, Calvinistic and Greek Churches. The fact that this symbolic painting has not only been freely admitted, but, as report has it, specially ordered by the very highest personage in the capital is peculiarly suggestive of the present state of public opinion in the Austrian Empire.

Mr. Hoard and the Car Companies.

To the Editor of the New-York Times:

Your article upon "The Universal Injunction" attracted my attention. With respect to the opinions of the hon. James Bell upon the subject, I have nothing to say; but the application you make to the Judge commends asking for the construction of the law under which Mr. Burgh either has or assumes to have the power he asserts, to discharge its tests, and I ask, in all candor, is it fair, without a statement of the facts proved and upon which the application was [illegible] to make? The three companies ask for nothing but such relief as the law gives them in its most stringent construction. And while the application is pending and unconcluded before the Judge, I would not write a word in explanation if I did not think that the article to which I allude was written and published at a time when it was improper so to do.

But I am satisfied that no article of the TIMES can publish, either for or against the issuing of an injunction, can affect the decision of the Judge before whom the application is pending, and with his decision, whatever it may be, I shall feel fully satisfied, for I know it will be an honest one, and not the product of a "complaisant Judge." The companies allege that they have over one million of money invested in their steam lines; that they have the right of way over their respective routes, to wit: Broadway and Fourteenth-street, Broadway and Madison-avenue, Broadway and Fourth-avenue, and Broadway and Twenty-third-street, and that they pay a license for the same to the City; that they are at large expense to move, feed, and groom their horses and keep their property in repair, to operate their stages most successfully, and with profit to themselves and convenience to the public; that they keep a Superintendent skilled and trained in the business and care of horses, and that the duties of these Superintendents are to see that the horses are well fed, well groomed, and, especially not to allow any horse to go out of the stables that is not well and able to go his route; that they also have a veterinary surgeon always on hand to attend to a sick or disabled horse; that they always keep a relay of horses in the stables to take the place of any one that may be sick or disabled by accident; that they have so systematized their business that no horse is allowed to work over five hours out of every twenty-four hours, and that the drivers have choice of the horses they are to drive, and that the companies keep men stationed all along the routes to watch and see that no driver maltreats his horses or treats them cruelly; in short, there is no act or thing left undone by companies to preserve and protect their horses and their property, interested motives as from the feelings of humanity.

And the allegations are that the American Society for the Prevention of Cruelty to Animals, of Mr. Bergh, its President, by himself and his employees, without warrant or right, arrest drivers of the horses, put them in jail from twelve to twenty-four hours, and stop the stages, and oftentimes leave the horse in the streets for hours, without food, or shelter, or water, and that the horses suffer more in that way than any other; that when these drivers are [illegible] to the Police Court they are discharged on being confessed of any offense.

That the said Presidents of the Society compels the drivers to pay back their fares; that the President of the Society also threatens to make the companies all the trouble and expense possible, and has [illegible] that if they do not [illegible] to his dictation in the matter of [illegible] he will [illegible] the Legislature to [illegible] the charter of the companies, and [illegible] the Police Commissioners to [illegible] their licenses to run their cars on the streets.

Now, I am satisfied that no Judge, knowing these facts, will refuse the injunction asked for, and I know it will not be refused by the Judge before whom the application is pending, and with his decision, whatever it may be, I shall feel fully satisfied, for I know it will be an honest one, and not the product of a "complaisant Judge." The companies allege that they have over one million of money invested in their steam lines; that they have the right of way over their respective routes, to wit: Broadway and Fourteenth-street, Broadway and Madison-avenue, Broadway and Fourth-avenue, and Broadway and Twenty-third-street, and that they pay a license for the same to the City; that they are at large expense to move, feed, and groom their horses and keep their property in repair, to operate their stages most successfully, and with profit to themselves and convenience to the public; that they keep a Superintendent skilled and trained in the business and care of horses, and that the duties of these Superintendents are to see that the horses are well fed, well groomed, and, especially not to allow any horse to go out of the stables that is not well and able to go his route; that they also have a veterinary surgeon always on hand to attend to a sick or disabled horse; that they always keep a relay of horses in the stables to take the place of any one that may be sick or disabled by accident; that they have so systematized their business that no horse is allowed to work over five hours out of every twenty-four hours, and that the drivers have choice of the horses they are to drive, and that the companies keep men stationed all along the routes to watch and see that no driver maltreats his horses or treats them cruelly; in short, there is no act or thing left undone by companies to preserve and protect their horses and their property, interested motives as from the feelings of humanity.

And the allegations are that the American Society for the Prevention of Cruelty to Animals, of Mr. Bergh, its President, by himself and his employees, without warrant or right, arrest drivers of the horses, put them in jail from twelve to twenty-four hours, and stop the stages, and oftentimes leave the horse in the streets for hours, without food, or shelter, or water, and that the horses suffer more in that way than any other; that when these drivers are [illegible] to the Police Court they are discharged on being confessed of any offense.

That the said Presidents of the Society compels the drivers to pay back their fares; that the President of the Society also threatens to make the companies all the trouble and expense possible, and has [illegible] that if they do not [illegible] to his dictation in the matter of [illegible] he will [illegible] the Legislature to [illegible] the charter of the companies, and [illegible] the Police Commissioners to [illegible] their licenses to run their cars on the streets.

Now, I am satisfied that no article of the TIMES can publish, either for or against the issuing of an injunction, can affect the decision of the Judge before whom the application is pending, and with his decision, whatever it may be, I shall feel fully satisfied, for I know it will be an honest one, and not the product of a "complaisant Judge." The companies allege that they have over one million of money invested in their steam lines; that they have the right of way over their respective routes, to wit: Broadway and Fourteenth-street, Broadway and Madison-avenue, Broadway and Fourth-avenue, and Broadway and Twenty-third-street, and that they pay a license for the same to the City; that they are at large expense to move, feed, and groom their horses and keep their property in repair, to operate their stages most successfully, and with profit to themselves and convenience to the public; that they keep a Superintendent skilled and trained in the business and care of horses, and that the duties of these Superintendents are to see that the horses are well fed, well groomed, and, especially not to allow any horse to go out of the stables that is not well and able to go his route; that they also have a veterinary surgeon always on hand to attend to a sick or disabled horse; that they always keep a relay of horses in the stables to take the place of any one that may be sick or disabled by accident; that they have so systematized their business that no horse is allowed to work over five hours out of every twenty-four hours, and that the drivers have choice of the horses they are to drive, and that the companies keep men stationed all along the routes to watch and see that no driver maltreats his horses or treats them cruelly; in short, there is no act or thing left undone by companies to preserve and protect their horses and their property, interested motives as from the feelings of humanity.

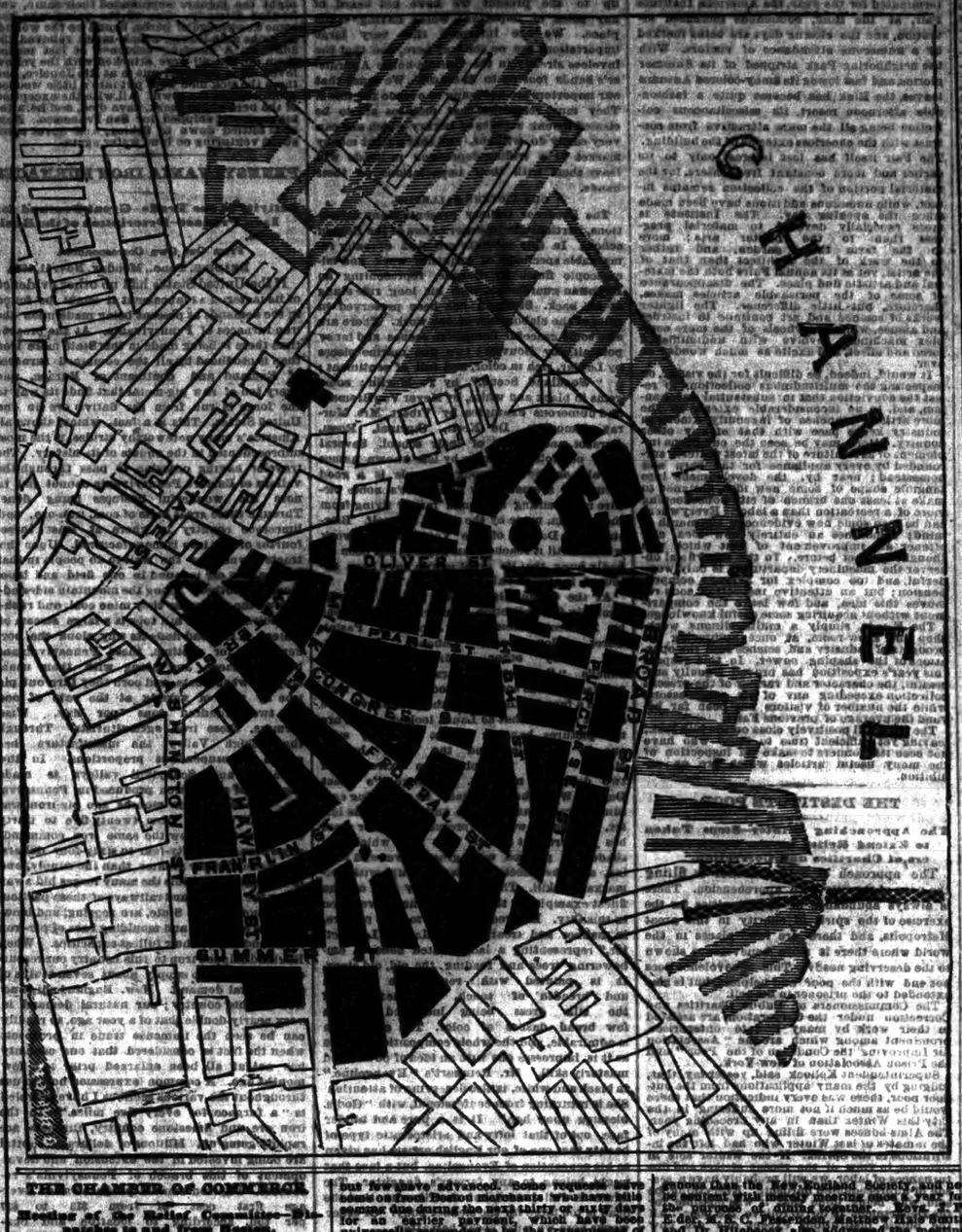
And the allegations are that the American Society for the Prevention of Cruelty to Animals, of Mr. Bergh, its President, by himself and his employees, without warrant or right, arrest drivers of the horses, put them in jail from twelve to twenty-four hours, and stop the stages, and oftentimes leave the horse in the streets for hours, without food, or shelter, or water, and that the horses suffer more in that way than any other; that when these drivers are [illegible] to the Police Court they are discharged on being confessed of any offense.

That the said Presidents of the Society compels the drivers to pay back their fares; that the President of the Society also threatens to make the companies all the trouble and expense possible, and has [illegible] that if they do not [illegible] to his dictation in the matter of [illegible] he will [illegible] the Legislature to [illegible] the charter of the companies, and [illegible] the Police Commissioners to [illegible] their licenses to run their cars on the streets.

Now, I am satisfied that no article of the TIMES can publish, either for or against the issuing of an injunction, can affect the decision of the Judge before whom the application is pending, and with his decision, whatever it may be, I shall feel fully satisfied, for I know it will be an honest one, and not the product of a "complaisant Judge." The companies allege that they have over one million of money invested in their steam lines; that they have the right of way over their respective routes, to wit: Broadway and Fourteenth-street, Broadway and Madison-avenue, Broadway and Fourth-avenue, and Broadway and Twenty-third-street, and that they pay a license for the same to the City; that they are at large expense to move, feed, and groom their horses and keep their property in repair, to operate their stages most successfully, and with profit to themselves and convenience to the public; that they keep a Superintendent skilled and trained in the business and care of horses, and that the duties of these Superintendents are to see that the horses are well fed, well groomed, and, especially not to allow any horse to go out of the stables that is not well and able to go his route; that they also have a veterinary surgeon always on hand to attend to a sick or disabled horse; that they always keep a relay of horses in the stables to take the place of any one that may be sick or disabled by accident; that they have so systematized their business that no horse is allowed to work over five hours out of every twenty-four hours, and that the drivers have choice of the horses they are to drive, and that the companies keep men stationed all along the routes to watch and see that no driver maltreats his horses or treats them cruelly; in short, there is no act or thing left undone by companies to preserve and protect their horses and their property, interested motives as from the feelings of humanity.

BOSTON AND THE BURNT DISTRICT.

Diagram Showing the Location and Extent of the Great Fire of Sunday, November 10.



THE CHAMBER OF COMMERCE.

Meeting of the Relief Committee—Plan of Action and Its Execution.

A meeting of the Committee, appointed on Monday to take such action as may be deemed necessary on the part of the merchants of New-York in relation to the conflagration in Boston, was held yesterday, at the Chamber of Commerce. The only members present were: William E. Dodge, Chairman; J. Pierrepont Morgan, William M. Flies, George Opdyke, Frederick S. Winston, and Jacob Wendell, the others being in attendance at other meetings for the same object in different parts of the City. The members present merely engaged in a desultory conversation, no formal business being transacted, as the Committee are waiting for information from Boston as to how they can best help and authorities in that city. No subscriptions have as yet been sent in. The following dispatch was sent to the Mayor of Boston in the morning by the Chairman of the Committee:

NEW-YORK, Nov. 15, 1873.

To the Mayor of Boston:

All New-York is in sympathy with Boston. What can we do for you?

WM. E. DODGE.

The following answer was received:

CHAMBER OF COMMERCE, BOSTON, Nov. 15, 1873.

To William E. Dodge, Esq.:

Thanks for your sympathy and kind offer of assistance. Fifty-four acres of the business part of the city, including business and dwelling houses are burned. A meeting of the Relief Committee will be held this morning, and as soon as we can ascertain what we need we will communicate to you and inform you of our needs.

WM. GASTON, Mayor.

A dispatch was also received yesterday by Mr. Dodge, from the President of the Board of Trade of San Antonio, Texas, asking to be informed of the extent of the fire in Boston, to which the necessary response was returned.

The meeting adjourned subject to the call of the Chairman, when information as to their wants shall have been received from the Boston Relief Committee.

Meeting of the Fireproof Association for the Relief of Boston Sufferers.

A meeting of the Fireproof Association was held at No. 31 Park-place yesterday afternoon, to take measures for the immediate relief of the sufferers by the Boston fire, and to advise as to the condition of the insurance companies. Mr. John B. Kemp presided. The following resolution was adopted:

Whereas, This Board has learned with regret of the conflagration which has befallen our sister City of Boston; and

Whereas, Many of our Board have intimate personal and business relations with the manufacturers of fireproofly sealed goods in that city, some of whom have suffered severely by the fire; and

Resolved, That we tender to our brethren our heartfelt sympathy.

Resolved, That in this calamity, as in every other, we believe that the interests of the insurance companies are identical with those of the insured, and that we will do all in our power to aid the sufferers by the fire.

Resolved, That we will receive and forward to Boston, free of charge, all contributions of money, clothing, provisions, or other articles which may be sent to us for the relief of the sufferers by the fire.

Resolved, That this meeting, assembled so soon after the calamity which has desolated the central city of New-England, desire to express their sympathy with the people of that section of the country.

Resolved, That the Secretary be instructed to communicate these resolutions to the Mayor of Boston by the fastest mail.

A committee was then appointed in accordance with Mr. Denzmore's resolution, after which the meeting adjourned.

A Texas Preacher's Encounter with the Indians.

From the San Antonio (Texas) Herald, Nov. 1.

A letter from Rev. A. J. Potter, "the plucky Methodist preacher," received in this city by the last mail, gives the following particulars of a fight he had a few days ago with the Indians:

"I have at last come in contact with the Indians. I had a fight with four of the red devils and whipped them without receiving a scratch. I left Fort Griffin on the 24th inst., and on the 25th I crossed the Clear Fork. After traveling some miles I crossed Cherry Creek; my road then led through a broken country of rocky ridges covered with thick brush with intervening spaces of open ground. I had learned that there were Indians in the country, and was on the lookout. I came to a pass in the brush, similar to those in which I was attacked by the Indians on the Concho, except that there was no water in the pass, as it rose in the old channel. This pass is only suitable to poorly-disciplined Indians. Whitehands will be aware this winter. In fact, he made it more than once last winter. I was mounted on a fine mare, and my Colt's Navy pistol was in my belt, my Sharp's rifle in my hand, and my saddle-bags, containing my clothing, provisions, &c., were strapped behind my saddle. I had ridden about a mile through the pass, when I saw four Indians slipping along toward the place where I knew they intended to intercept me. I was still unobserved; when they passed to the next opening in the brush I dismounted, and, leading my mare, I crept through the brush toward the Indian head. It turned toward me, and was just in the act of raising his gun to shoot me, but my gun fired, and he fell to the ground. At this moment another one of them fired at me. They then rushed up the pass and I ran to my mare, mounted her, and rode through the pass. The Indians were scattered along the road, and I had to ride for my life. I had a hard race for about ten miles, when I came to a high ridge, and drove down on the opposite side of the mountain. The second Indian appeared on the ridge, but I was out of his reach. I then rode on to Cherry Creek, where I had left my wagon and camp. I found my two Indians there, and they were much surprised to see me. They then made up their minds that the way had come. I knew they intended to run off my horses, and I determined to kill every Indian that came near me. I had not been in camp more than one hour when I saw the Indians coming toward me. I jumped into my wagon, and they came up and surrounded it. I told them to leave, and they left. I then hitched up my team and started for Fort Griffin, where I arrived on the 27th inst. I have been in the Indian country for the last two years, and have had many narrow escapes, but this is the most remarkable of all. I have no doubt that they intended to kill me and my men, and then run off the horses and mules. I am glad that I have had the opportunity of whipping them, as it will have a good effect upon the Indians in this section of the country. I am now on my way to Fort Concho, and will be there in a few days."

The Board of Fire Underwriters on Hazard Roofs and Their Business.

The Board of Fire Underwriters met yesterday afternoon at their hall, No. 156 Broadway, R. Carstairs, of the Germania Insurance Company, Vice-President of the Board, in the chair, and W. J. Henshaw, of the Long Island Insurance Company, acting as Secretary. After entering into the particulars of the disaster at Boston, the question of the present rates for insurance was referred to the Rate and Survey Committee to revise the rates if they should consider it necessary, and until that Committee should report, the rates established between 1868 and 1870 should be considered the separate rates for all classes of insurance. From the tone of the meeting it was generally understood that there was no desire at present to increase the rates beyond those of 1868-70. The question of hazard roofs was also taken up and referred to the same Committee, in addition to which a committee, consisting of Messrs. Oakley of the Hekuna, Gerault of the American, Crowell of the Imperial, Miller of the Star, and Lamport of the Continental, was appointed to prepare an address to the citizens of New-York at the earliest possible moment, urging the necessity of immediate insurance. The report made on former occasion to the Board of Fire Underwriters by the Select Committee appointed to investigate the subject of [illegible] and [illegible] roofs was then ordered to be given to the Press for publication. The meeting, which was very largely attended, every insurance company being represented, was then adjourned.

Will Senator Sexton Resign?

From the Oyster-bay Journal, Nov. 8.

Reuben E. Fenton, United States Senator of the State of New-York, by the grace of the Republican Party, through its treachery and attempt to break up that party, has forfeited her confidence of the enemies of the Presidential [illegible] resolution of the enemies of the Presidential [illegible] he has a spark of manhood and self-respect left in him, he will, immediately upon the assembling of the Legislature, resign his position as Senator, and thus [illegible] to select a successor who will pay a decent respect to the wishes of the constituents [illegible] Legislature, [illegible] that [illegible] of making [illegible] a paper. But as matters stand, it is no possible duty. Will he resign?

The Master Association—A New Society.

A crowded meeting of members and customers was held on my P. M. in the Astor House yesterday, for the purpose of forming an association to be composed of the retired and former customers of the room of Master, now dwelling in New-York and the vicinity. The call for this meeting was signed by over [illegible] persons, comprising many of the most [illegible] citizens of the country. The meeting was called to order by Mr. Joseph Treat, acted as Secretary. The Chairman explained that the object of the communication to be formed was social, [illegible] the benevolent and then read over the names of the [illegible] call. Mr. Dodsworth next addressed the meeting, and explained the [illegible] for the guidance of the Association. He suggested that a committee should be formed for the purpose of [illegible] or building permanent quarters in New-York and Brooklyn for the Association; and also that a monthly meeting should be held alternately in New-York and Brooklyn. He thought that this Association should be more [illegible] than [illegible] but few have advanced. Some requests have been received from Boston merchants who have still [illegible] during the next thirty or sixty days for an earlier payment, which have been universally responded to by the certification of checks, and in one or two instances merchants have anticipated the request and sent on their checks for the full amount of their indebtedness, without waiting for advice. It is conceded on all sides that there will be a larger demand upon our merchants for supplies than there otherwise would have been.

The demand in the boot and shoe line which is sent to Boston from here are firm goods, and these are mostly sold to the retail trade, which has not been seriously affected by the fire. So far as we can learn there have not been very heavy losses to our manufacturers in this line. Some of the [illegible] furnished the bulk of [illegible] sold in Boston, the offices on [illegible] large leather houses in the City is [illegible] a good deal. Some of the large houses here are heavy creditors, and the losses of their Boston customers will fall against them. The immediate effect upon the business here will be [illegible] [illegible] [illegible]

ATHLETIC SPORTS.

Young Men Should Take Time for Physical Exercise.

Sport for Summer—Walking—Foot-Ball and the New-York Athletic Club—In Exhibition Week—The Matter.

Notwithstanding the excitement attending the Presidential and Municipal elections, the subject of athletic sports still occupies the attention of a large number of young men. The exercises in the New-York Times very naturally suggest that class who have an instinctive love of the open air. They asked themselves, and those things be so; is it true, as the TIMES tells us, that we are physically an inferior race to Englishmen? Many of them could, on reflection, answer the question themselves; others guessed at the informative they sought from any of their acquaintances who had traveled in Europe. They saw the truth of the statements in the TIMES, they saw the force of the appeal that they should practice athletic exercises; they felt neither constitution as being obliged to plead guilty to the indictment found against their, but, like true men, like true Americans, they have resolved to put away the blur from them by establishing athletic clubs and becoming athletes worthy of the name. There is not an unemployed physician in New-York who will not applaud the resolve and give every encouragement to athletic sports. Many a physician who is tied by the leg to his office all the morning, and who is driving about attending to patients in the afternoon, feels the injury done to his bodily organization from the want of bodily exercise. He grieved over it, but he cannot help it. This, however, is not the case with other young men. Where there is a will there is a way; and where there is a will to make time for athletic sports the way will soon present itself.

In the first place, young men must alter their hours a little. If they go to bed in Summer time at 10 o'clock, there is no earthly reason why they should not rise at 5 o'clock. Let them drink a cup of milk or cold tea and eat a cracker or two while they jump into a pair of their flannel bill trowsers and a light flannel jacket. They can assemble at their club-ground and have a couple of hours of exercise, or they can practice running 100 yards, quarter, half-mile, and mile races among themselves. They can race over the ground and walk against one another for any distance from a quarter of a mile to five miles, and all without interfering with the exercises. In one corner a party of four can play a match at quoits, a splendid game for keeping the liver in fine working order, from the mere exertion of the arm in pitching the quoit. They can begin with a quoit of light weight, say one pound and a half, at nineteen yards' pitch. Before the end of the Summer they will be able to throw a three-pound quoit the full distance of twenty-two yards. In another corner, bars for jumping and leaping with poles can be erected, and bars for gymnastics. A covered gymnasium is a splendid thing for Winter; but it must ever be remembered that the value of exercise is vastly increased by its being taken in the open air. In this way they can get plenty of exercise by 9 o'clock. Half an hour afterward they can have taken a cold bath and be ready for the breakfast table; and the cold bath will have a relish hitherto unknown to them. If their homes are so situated that they cannot get to a regular exercising ground, there is the Central Park, with its splendid roadways. What finer walking and running ground could be found. The same thing can be done in the evening by putting off the hour of supper till 8 or 9 o'clock. Most young men take a substantial meal at the middle of the day. A good lunch at 2 o'clock will carry any one on till 9, even with a couple of hours of hard exercise.

Another excellent opportunity for athletic exercise is to be found in the practice, becoming every day more common, for business houses to close at an early hour on Saturday. Any young man who does not seize on this chance, may he his only one in the week of taking exercise, does himself a bodily wrong which he will live to repent some day.

Many people will object that the Summer here are too hot for athletic exercises. This is a tremendous misconception of the workings of nature. Active exercise brings out all the heated particles of the blood, and, while others are fuming and fretting, drinking iced water and fanning themselves, the man who has taken his walk or run is cool and comfortable. One very hot day last Summer a friend called on me and agreed to remain to dine with me. About 5 o'clock I jumped up, saying: "I can't stand this heat; I must have some exercise." He stared at me and exclaimed, "Are you mad?" I explained to him the true theory of exercise in hot weather, and at last succeeded in persuading him to join me in a walk. We started into the Park, and walked for two hours at the rate of four miles an hour. He came back literally dripping with perspiration. After letting him cool off, I turned him into my bath-room, lent him a clean shirt, and sat him down to some cold lamb and salad. He ate ravenously, and vowed that it was the first good meal he had made since the hot weather set in. As we sat smoking a cigar by the window in the evening, he declared that it was the first time he had been cool for two months. He told me next day that he slept like a top all night, though he was "a little stiff in the knees" in the morning. What a confession for a strongly-built young man of five-and-twenty!" "Stiff in the knees" after an eight-mile walk! He is now an ardent convert to the athletic creed, and walks to and from his counting-house every day, and asserts truly that walking is the formal principle of athletic exercise.

Again, a gentleman called at the office of the TIMES the other day to cite his experience of walking. He said that he lived in Thirtieth-street, and that he had been compelled in consequence of the horse disease to walk to and from his office every day. The first two days he felt weary when he reached his office, and unfitted for entering on his business with his usual activity. He was tired when he got home, and had little appetite. But after a few days he began to enjoy the walk; found that his business activity was increased, and his appetite for dinner was as good as ever, and a far more healthy one. He had, too, not known a twinge of dyspepsia for a week. A friend, who had been his companion in his every-day walk, had a similar experience. They have both wisely determined to eschew horse-cars in future, except on wet days.

He also stated that the loss of time by walking was only from ten to twelve minutes each way. This, unless a man is in a desperate hurry, is no very important addition to the time occupied in getting to business.

The attention lately attracted to the subject of athletic sports is already assuming practical shape. It is reported that several athletic clubs are already being organized. A few days ago fifty foot-ball enthusiasts were ordered at a well-known outfitters. It is to be hoped that before the Winter is well upon us a dozen or twenty foot-ball clubs may be started. At the last meeting of the Board of Officers of the Seventh Regiment, Col. Clarke called the attention of his brother officers to the articles on athletic sports which had appeared in the TIMES, and especially directed their attention to the suggestion that every militia regiment in the City should have its own athletic club. He said that he fully coincided with the spirit of the articles, and agreed with the TIMES that the men of the regiments could become athletes without becoming fops or effeminate. A committee, comprising Lieut.-Col. Ryker, Major Smith, and Quartermaster Wood, was appointed to consider the desirability and feasibility of organizing a regimental athletic club, to report at the next meeting of the Board. As the two first-named officers are themselves accomplished athletes, it is a fair presumption that the Committee will report in favor of establishing a club.

On Tuesday last, the New-York Athletic Club, whose exercising ground is at One Hundred and Thirty-first-street, played their first match at foot-ball among themselves. Twenty-two players put in an appearance, but although all active young fellows, they were, with one exception, utterly ignorant of the real play of the game. The exception was a young Scotchman, who had played foot-ball in his native country, and who, as he himself said, knew as much science in dribbling the foot-ball as is desirable in a running game. It seems no easy matter to kick a ball measuring five feet four inches in circumference, but I have often seen fresh-men run at the ball and kick clean over it, or, on the contrary, dig their toes into the ball, and fall sprawling over the ball. In the game in question, all the players practiced each jump after the ball, seldom receiving it, and needlessly exhausting themselves. When they did get at the ball, they kicked it as hard as they could into the hands of their adversaries. The main object of a skilful player is to keep the ball, if dribbling it, and sticking to it, as near to the opponent's goal, like a very General sacrificing his own men to victory. How to do this to advantage, of course, requires considerable practice; but it is the only telling and effective play. A case in point. A visitor who was an old foot-ball player at Rugby (England) called on the New-York Athletic Club to join in the game. Though out of condition, not dressed for the game, and not having played for many years, he buttoned up his coat and went in. Quickly taking his time, the ball soon came to him, and he at once began to dribble. Five or six of the opposing side rushed for themselves in front of him, and tried to take the ball from him; but by determined and dodging he passed the ball through them all. One said, "Well, now, that's very puzzling." Another said, "There's a point in the game we never saw or heard of." All had once seen the manifest advantage, and they said they must practice "dribbling." And so they must do if they mean to play a good game at foot-ball. Three first-class players, backing one another up, would have run the ball through the whole eleven of those novices with ease, and would have scored goal after goal without letting their opponents touch the ball. Cricket has now been played some years in America, and a considerable number of regular exercise. Beginning with matches, they can go to running and jumping, rowing and cricket; and though they may never become athletes, they will be astounded when they think of the days they were afraid to go for a walk of a quarter of a mile for fear of the consequences. Activity is the watch-word.

How many young men in New-York City could there be found who would relish a walk from Fifty-ninth-street, through the Central Park, and along Harlem-lane to Fordham and back? Not very many I suppose the writer. Very few, I should say. One might almost count them on his fingers.

We would strongly urge on all parents their imperative duty to encourage their children to practice athletic sports as soon as they can throw a ball or run a hundred yards without fear of failing. These things should be learnt in childhood. It is that custom which makes Englishmen such a nation of athletes. We often see school boys riding backward and forward, with their books and slates under their arms, on velocipedes. Such a thing should never be permitted, except in the case of cripples, or in wet weather. If a boy or girl is not well enough to walk to school, they are not well enough for study. This is a point of the discussion to which we earnestly direct the attention of all fathers of families, and we feel convinced that any competent physician will indorse our views of the case. Exercise your children and they will grow up to be healthy-bodied and healthy-minded men and women. Neglect this obvious duty and your hearts in your old age will suffer for your shortsightedness of twenty years ago. Your sons and daughters will be apt to be sickly or vicious, perhaps both. Unless some one does some should be the guiding influence with all parents in rearing their children. It is almost impossible to develop the one unless you develop the other.

Views of a National Guardsman.

To the Editor of the New-York Times:

Your articles on athletics are just what is needed, and it is to be hoped that your efforts will crystallize public opinion into the formation of clubs throughout the United States. No better work could be done than that of improving the physique of our young people; outside of a few advocates of physical culture, very little attention is given the subject. The many are inclined to leave everything to nature, obstructing, rather than assisting, by indulgence in alcohol and tobacco. Were the young men of this City more athletic, Mr. Beach would not have been obliged to make the pitcous appeal he did the other day for the poor dumb horses.

What struck me particularly in your article of last Sunday was the allusion to the National Guard, and the suggestion that clubs could be formed in the various regiments for the game of foot-ball and athletics generally. I like the idea, and in the regiment to which I am attached I intend to urge it strongly, for I believe them on correct principles already. Other corps are better for soldiers and gentlemen than many ones.

AN OFFICER OF THE NATIONAL GUARD.
NEW-YORK, Thursday, Oct. 31, 1872.

THE ALDERMANIC RETURNS.

The following is the vote for all the Aldermanic candidates, as appears by the Police election returns. Those numbered from one to fourteen, inclusive, are undoubtedly elected, but a doubt exists regarding the election of Lynch, (No. 15.) Mr. Smith competes the seat, and claims that he is elected by about 300 votes. Lynch is, according to the following figures, the ahead:

There are still six election districts which have not made any returns to Superintendent Kelso, and these Smith claims will so increase his vote as to put him at least 200 votes ahead of Lynch. It will require the official canvass to decide the matter.

1. J. Sar. Gibbs	47,198	16. Wm. Sanders	46,497
2. Wm. H. Neil	47,197	17. Edward Gilon	46,488
3. B. H. Vance	46,120	18. Gilbert Hunter	46,488
4. J. Van Nostrand	46,120	19. Wm. Kennedy	46,488
5. A. C. Gilbert	46,120	20. Patrick Keenan	46,488
6. Geo. Clarke	46,120	21. Andrew Lamb	46,488
7. George Koch	46,120	22. Fred'k Gorman	46,488
8. John J. Morris	46,120	23. D. M. Keshler	46,488
9. A. C. Cooper	46,120	24. Geo. Burkhard	46,488
10. Peter Keller	46,120	25. James Fitzgerald	46,488
11. John Rooney	46,120	26. Thomas Farrell	46,488
12. John Kelly	46,120	27. William Ryan	46,488
13. Richd Flanagan	46,120	28. John A. Weed	46,488
14. Patrick Keenan	46,120	29. Samuel A. Lewis	46,488
15. Patrick Lynch	46,120	30. Chas. A. Johnson	46,488
16. Wm. H. Sanders	46,497	31. H. Clarkson, Jr.	46,488
17. Edward Gilon	46,488	32. Chas. Spencer	46,488
18. Gilbert Hunter	46,488	33. Wm. Kennedy	46,488
19. Wm. Kennedy	46,488	34. Patrick Keenan	46,488
20. Patrick Keenan	46,488	35. Andrew Lamb	46,488
21. Andrew Lamb	46,488	36. Fred'k Gorman	46,488
22. Fred'k Gorman	46,488	37. D. M. Keshler	46,488
23. D. M. Keshler	46,488	38. Geo. Burkhard	46,488
24. Geo. Burkhard	46,488	39. James Fitzgerald	46,488
25. James Fitzgerald	46,488	40. Thomas Farrell	46,488
26. Thomas Farrell	46,488	41. William Ryan	46,488
27. William Ryan	46,488	42. John A. Weed	46,488
28. John A. Weed	46,488	43. Samuel A. Lewis	46,488
29. Samuel A. Lewis	46,488	44. Chas. A. Johnson	46,488
30. Chas. A. Johnson	46,488	45. H. Clarkson, Jr.	46,488
31. H. Clarkson, Jr.	46,488	46. Chas. Spencer	46,488
32. Chas. Spencer	46,488	47. Wm. Kennedy	46,488
33. Wm. Kennedy	46,488	48. Patrick Keenan	46,488
34. Patrick Keenan	46,488	49. Andrew Lamb	46,488
35. Andrew Lamb	46,488	50. Fred'k Gorman	46,488
36. Fred'k Gorman	46,488	51. D. M. Keshler	46,488
37. D. M. Keshler	46,488	52. Geo. Burkhard	46,488
38. Geo. Burkhard	46,488	53. James Fitzgerald	46,488
39. James Fitzgerald	46,488	54. Thomas Farrell	46,488
40. Thomas Farrell	46,488	55. William Ryan	46,488
41. William Ryan	46,488	56. John A. Weed	46,488
42. John A. Weed	46,488	57. Samuel A. Lewis	46,488
43. Samuel A. Lewis	46,488	58. Chas. A. Johnson	46,488
44. Chas. A. Johnson	46,488	59. H. Clarkson, Jr.	46,488
45. H. Clarkson, Jr.	46,488	60. Chas. Spencer	46,488
46. Chas. Spencer	46,488	61. Wm. Kennedy	46,488
47. Wm. Kennedy	46,488	62. Patrick Keenan	46,488
48. Patrick Keenan	46,488	63. Andrew Lamb	46,488
49. Andrew Lamb	46,488	64. Fred'k Gorman	46,488
50. Fred'k Gorman	46,488	65. D. M. Keshler	46,488
51. D. M. Keshler	46,488	66. Geo. Burkhard	46,488
52. Geo. Burkhard	46,488	67. James Fitzgerald	46,488
53. James Fitzgerald	46,488	68. Thomas Farrell	46,488
54. Thomas Farrell	46,488	69. William Ryan	46,488
55. William Ryan	46,488	70. John A. Weed	46,488
56. John A. Weed	46,488	71. Samuel A. Lewis	46,488
57. Samuel A. Lewis	46,488	72. Chas. A. Johnson	46,488
58. Chas. A. Johnson	46,488	73. H. Clarkson, Jr.	46,488
59. H. Clarkson, Jr.	46,488	74. Chas. Spencer	46,488
60. Chas. Spencer	46,488	75. Wm. Kennedy	46,488
61. Wm. Kennedy	46,488	76. Patrick Keenan	46,488
62. Patrick Keenan	46,488	77. Andrew Lamb	46,488
63. Andrew Lamb	46,488	78. Fred'k Gorman	46,488
64. Fred'k Gorman	46,488	79. D. M. Keshler	46,488
65. D. M. Keshler	46,488	80. Geo. Burkhard	46,488
66. Geo. Burkhard	46,488	81. James Fitzgerald	46,488
67. James Fitzgerald	46,488	82. Thomas Farrell	46,488
68. Thomas Farrell	46,488	83. William Ryan	46,488
69. William Ryan	46,488	84. John A. Weed	46,488
70. John A. Weed	46,488	85. Samuel A. Lewis	46,488
71. Samuel A. Lewis	46,488	86. Chas. A. Johnson	46,488
72. Chas. A. Johnson	46,488	87. H. Clarkson, Jr.	46,488
73. H. Clarkson, Jr.	46,488	88. Chas. Spencer	46,488
74. Chas. Spencer	46,488	89. Wm. Kennedy	46,488
75. Wm. Kennedy	46,488	90. Patrick Keenan	46,488
76. Patrick Keenan	46,488	91. Andrew Lamb	46,488
77. Andrew Lamb	46,488	92. Fred'k Gorman	46,488
78. Fred'k Gorman	46,488	93. D. M. Keshler	46,488
79. D. M. Keshler	46,488	94. Geo. Burkhard	46,488
80. Geo. Burkhard	46,488	95. James Fitzgerald	46,488
81. James Fitzgerald	46,488	96. Thomas Farrell	46,488
82. Thomas Farrell	46,488	97. William Ryan	46,488
83. William Ryan	46,488	98. John A. Weed	46,488
84. John A. Weed	46,488	99. Samuel A. Lewis	46,488
85. Samuel A. Lewis	46,488	100. Chas. A. Johnson	46,488
86. Chas. A. Johnson	46,488	101. H. Clarkson, Jr.	46,488
87. H. Clarkson, Jr.	46,488	102. Chas. Spencer	46,488
88. Chas. Spencer	46,488	103. Wm. Kennedy	46,488
89. Wm. Kennedy	46,488	104. Patrick Keenan	46,488
90. Patrick Keenan	46,488	105. Andrew Lamb	46,488
91. Andrew Lamb	46,488	106. Fred'k Gorman	46,488
92. Fred'k Gorman	46,488	107. D. M. Keshler	46,488
93. D. M. Keshler	46,488	108. Geo. Burkhard	46,488
94. Geo. Burkhard	46,488	109. James Fitzgerald	46,488
95. James Fitzgerald	46,488	110. Thomas Farrell	46,488
96. Thomas Farrell	46,488	111. William Ryan	46,488
97. William Ryan	46,488	112. John A. Weed	46,488
98. John A. Weed	46,488	113. Samuel A. Lewis	46,488
99. Samuel A. Lewis	46,488	114. Chas. A. Johnson	46,488
100. Chas. A. Johnson	46,488	115. H. Clarkson, Jr.	46,488
101. H. Clarkson, Jr.	46,488	116. Chas. Spencer	46,488
102. Chas. Spencer	46,488	117. Wm. Kennedy	46,488
103. Wm. Kennedy	46,488	118. Patrick Keenan	46,488
104. Patrick Keenan	46,488	119. Andrew Lamb	46,488
105. Andrew Lamb	46,488	120. Fred'k Gorman	46,488
106. Fred'k Gorman	46,488	121. D. M. Keshler	46,488
107. D. M. Keshler	46,488	122. Geo. Burkhard	46,488
108. Geo. Burkhard	46,488	123. James Fitzgerald	46,488
109. James Fitzgerald	46,488	124. Thomas Farrell	46,488
110. Thomas Farrell	46,488	125. William Ryan	46,488
111. William Ryan	46,488	126. John A. Weed	46,488
112. John A. Weed	46,488	127. Samuel A. Lewis	46,488
113. Samuel A. Lewis	46,488	128. Chas. A. Johnson	46,488
114. Chas. A. Johnson	46,488	129. H. Clarkson, Jr.	46,488
115. H. Clarkson, Jr.	46,488	130. Chas. Spencer	46,488
116. Chas. Spencer	46,488	131. Wm. Kennedy	46,488
117. Wm. Kennedy	46,488	132. Patrick Keenan	46,488
118. Patrick Keenan	46,488	133. Andrew Lamb	46,488
119. Andrew Lamb	46,488	134. Fred'k Gorman	46,488
120. Fred'k Gorman	46,488	135. D. M. Keshler	46,488
121. D. M. Keshler	46,488	136. Geo. Burkhard	46,488
122. Geo. Burkhard	46,488	137. James Fitzgerald	46,488
123. James Fitzgerald	46,488	138. Thomas Farrell	46,488
124. Thomas Farrell	46,488	139. William Ryan	46,488
125. William Ryan	46,488	140. John A. Weed	46,488
126. John A. Weed	46,488	141. Samuel A. Lewis	46,488
127. Samuel A. Lewis	46,488	142. Chas. A. Johnson	46,488
128. Chas. A. Johnson	46,488	143. H. Clarkson, Jr.	46,488
129. H. Clarkson, Jr.	46,488	144. Chas. Spencer	46,488
130. Chas. Spencer	46,488	145. Wm. Kennedy	46,488
131. Wm. Kennedy	46,488	146. Patrick Keenan	46,488
132. Patrick Keenan	46,488	147. Andrew Lamb	46,488
133. Andrew Lamb	46,488	148. Fred'k Gorman	46,488
134. Fred'k Gorman	46,488	149. D. M. Keshler	46,488
135. D. M. Keshler	46,488	150. Geo. Burkhard	46,488
136. Geo. Burkhard	46,488	151. James Fitzgerald	46,488
137. James Fitzgerald	46,488	152. Thomas Farrell	46,488
138. Thomas Farrell	46,488	153. William Ryan	46,488
139. William Ryan	46,488	154. John A. Weed	46,488
140. John A. Weed	46,488	155. Samuel A. Lewis	46,488
141. Samuel A. Lewis	46,488	156. Chas. A. Johnson	46,488
142. Chas. A. Johnson	46,488	157. H. Clarkson, Jr.	46,488
143. H. Clarkson, Jr.	46,488	158. Chas. Spencer	46,488
144. Chas. Spencer	46,488	159. Wm. Kennedy	46,488
145. Wm. Kennedy	46,488	160. Patrick Keenan	46,488
146. Patrick Keenan	46,488	161. Andrew Lamb	46,488
147. Andrew Lamb	46,488	162. Fred'k Gorman	46,488
148. Fred'k Gorman	46,488	163. D. M. Keshler	46,488
149. D. M. Keshler	46,488	164. Geo. Burkhard	46,488
150. Geo. Burkhard	46,488	165. James Fitzgerald	46,488
151. James Fitzgerald	46,488	166. Thomas Farrell	46,488
152. Thomas Farrell	46,488	167. William Ryan	46,488
153. William Ryan	46,488	168. John A. Weed	46,488
154. John A. Weed	46,488	169. Samuel A. Lewis	46,488
155. Samuel A. Lewis	46,488	170. Chas. A. Johnson	46,488
156. Chas. A. Johnson	46,488	171. H. Clarkson, Jr.	46,488
157. H. Clarkson, Jr.	46,488	172. Chas. Spencer	46,488
158. Chas. Spencer	46,488	173. Wm. Kennedy	46,488
159. Wm. Kennedy	46,488	174. Patrick Keenan	46,488
160. Patrick Keenan	46,488	175. Andrew Lamb	46,488
161. Andrew Lamb	46,488	176. Fred'k Gorman	46,488
162. Fred'k Gorman	46,488	177. D. M. Keshler	46,488
163. D. M. Keshler	46,488	178. Geo. Burkhard	46,488
164. Geo. Burkhard	46,488	179. James Fitzgerald	46,488
165. James Fitzgerald	46,488	180. Thomas Farrell	46,488
166. Thomas Farrell	46,488	181. William Ryan	46,488
167. William Ryan	46,488	182. John A. Weed	46,488
168. John A. Weed	46,488	183. Samuel A. Lewis	46,488
169. Samuel A. Lewis	46,488	184. Chas. A. Johnson	46,488
170. Chas. A. Johnson	46,488	185. H. Clarkson, Jr.	46,488
171. H. Clarkson, Jr.	46,488	186. Chas. Spencer	46,488
172. Chas. Spencer	46,488	187. Wm. Kennedy	46,488
173. Wm. Kennedy	46,488	188. Patrick Keenan	46,488
174. Patrick Keenan	46,488	189. Andrew Lamb	46,488
175. Andrew Lamb	46,488	190. Fred'k Gorman	46,488
176. Fred'k Gorman	46,488	191. D. M. Keshler	46,488
177. D. M. Keshler	46,488	192. Geo. Burkhard	46,488
178. Geo. Burkhard	46,488	193. James Fitzgerald	46,488
179. James Fitzgerald	46,488	194. Thomas Farrell	46,488
180. Thomas Farrell	46,488	195. William Ryan	46,488
181. William Ryan	46,488	196. John A. Weed	46,488
182. John A. Weed	46,488	197. Samuel A. Lewis	46,488
183. Samuel A. Lewis	46,488	198. Chas. A. Johnson	46,488
184. Chas. A. Johnson	46,488	199. H. Clarkson, Jr.	46,488
185. H. Clarkson, Jr.	46,488	200. Chas. Spencer	46,488
186. Chas. Spencer	46,488	201. Wm. Kennedy	46,488
187. Wm. Kennedy	46,488	202. Patrick Keenan	46,488
188. Patrick Keenan	46,488	203. Andrew Lamb	46,488
189. Andrew Lamb	46,488	204. Fred'k Gorman	46,488
190. Fred'k Gorman	46,488	205. D. M. Keshler	46,488
191. D. M. Keshler	46,488	206. Geo. Burkhard	46,488
192. Geo. Burkhard	46,488	207. James Fitzgerald	46,488
193. James Fitzgerald	46,488	208. Thomas Farrell	46,488
194. Thomas Farrell	46,488	209. William Ryan	46,488
195. William Ryan	46,488	210. John A. Weed	46,488
196. John A. Weed	46,488	211. Samuel A. Lewis	46,488
197. Samuel A. Lewis	46,488	212. Chas. A. Johnson	46,488
198. Chas. A. Johnson	46,488	213. H. Clarkson, Jr.	46,488
199. H. Clarkson, Jr.	46,488	214. Chas. Spencer	46,488
200. Chas. Spencer	46,488	215. Wm. Kennedy	46,488
201. Wm. Kennedy	46,488	216. Patrick Keenan	46,488
202. Patrick Keenan	46,488	217. Andrew Lamb	46,488
203. Andrew Lamb	46,488	218. Fred'k Gorman	46,488
204. Fred'k Gorman	46,488	219. D. M. Keshler	46,488
205. D. M. Keshler	46,488	220. Geo. Burkhard	46,488
206. Geo. Burkhard	46,488	221. James Fitzgerald	46,488
207. James Fitzgerald	46,488	222. Thomas Farrell	46,488
208. Thomas Farrell	46,488	223. William Ryan	46,488
209. William Ryan	46,488	224. John A. Weed	46,488
210. John A. Weed	46,488	225. Samuel A. Lewis	46,488
211. Samuel A. Lewis	46,488	226. Chas. A. Johnson	46,488
212. Chas. A. Johnson	46,488	227. H. Clarkson, Jr.	46,488
213. H. Clarkson, Jr.	46,488	228. Chas. Spencer	46,488
214. Chas. Spencer	46,488	229. Wm. Kennedy	46,488
215. Wm. Kennedy	46,488	230. Patrick Keenan	46,488
216. Patrick Keenan	46,488	231. Andrew Lamb	46,488
217. Andrew Lamb	46,488	232. Fred'k Gorman	46,488
218. Fred'k Gorman	46,488	233. D. M. Keshler	46,488
219. D. M. Keshler	46,488	234. Geo. Burkhard	46,488
220. Geo. Burkhard	46,488	235. James Fitzgerald	46,488
221. James Fitzgerald	46,488	236. Thomas Farrell	46,488
222. Thomas Farrell	46,488	237. William Ryan	46,488
223. William Ryan	46,488	238. John A. Weed	46,488
224. John A. Weed	46,488	239. Samuel A. Lewis	46,488
225. Samuel A. Lewis	46,488	240. Chas. A. Johnson	46,488
226. Chas. A. Johnson	46,488	241. H. Clarkson, Jr.	46,488
227. H. Clarkson, Jr.	46,488	242. Chas. Spencer	46,488
228. Chas. Spencer	46,488	243. Wm. Kennedy	46,488
229. Wm. Kennedy	46,488	244. Patrick Keenan	46,488
230. Patrick Keenan	46,488	245. Andrew Lamb	46,488
231. Andrew Lamb	46,488	246. Fred'k Gorman	46,488
232. Fred'k Gorman	46,488	247. D. M. Keshler	46,488
233. D. M. Keshler	46,488	248. Geo. Burkhard	46,488
234. Geo. Burkhard	46,488	249. James Fitzgerald	46,488
235. James Fitzgerald	46,488	250. Thomas Farrell	46,488
236. Thomas Farrell	46,488	251. William Ryan	46,488
237. William Ryan	46,488	252. John A. Weed	46,488
238. John A. Weed	46,488	253. Samuel A. Lewis	46,488
239. Samuel A. Lewis	46,488	254. Chas. A. Johnson	46,488
240. Chas. A. Johnson	46,488	255. H. Clarkson, Jr.	46,488
241. H. Clarkson, Jr.	46,488	256. Chas. Spencer	46,488
242. Chas. Spencer	46,488	257. Wm. Kennedy	46,488
243. Wm. Kennedy	46,488	258. Patrick Keenan	46,488
244. Patrick Keenan	46,488	259. Andrew Lamb	46,488
245. Andrew Lamb	46,488	260. Fred'k Gorman	46,488
246. Fred'k Gorman	46,488	261. D. M. Keshler	46,488
247. D. M. Keshler	46,488	262. Geo. Burkhard	46,488
248. Geo. Burkhard	46,488	263. James Fitzgerald	46,488
249. James Fitzgerald	46,488	264. Thomas Farrell	46,488
250. Thomas Farrell	46,488	265. William Ryan	46,488
251. William Ryan	46,488	266. John A. Weed	46,488
252. John A. Weed	46,488	267. Samuel A. Lewis	46,488
253. Samuel A. Lewis	46,488	268. Chas. A. Johnson	46,488
254. Chas. A. Johnson	46,488	269. H. Clarkson, Jr.	46,488
255. H. Clarkson, Jr.	46,488	270. Chas. Spencer	46,488
256. Chas. Spencer	46,488	271. Wm. Kennedy	46,488
257. Wm. Kennedy	46,488	272. Patrick Keenan	46,488
258. Patrick Keenan	46,488	273. Andrew Lamb	46,488
259. Andrew Lamb	46,488	274. Fred'k Gorman	46,488
260. Fred'k Gorman	46,488	275. D. M. Keshler	46,488
261. D. M. Keshler	46,488	276. Geo. Burkhard	46,488
262. Geo. Burkhard	46,488	277. James Fitzgerald	46,488
263. James Fitzgerald	46,488	278. Thomas Farrell	46,488
264. Thomas Farrell	46,488	279. William Ryan	46,488
265. William Ryan	46,488	280. John A. Weed	46,488
266. John A. Weed	46,488	281. Samuel A. Lewis	46,488
267. Samuel A. Lewis	46,488	282. Chas. A. Johnson	46,488
268. Chas. A. Johnson	46,488	283. H. Clarkson, Jr.	46,488
269. H. Clarkson, Jr.	46,488	284. Chas. Spencer	46,488
270. Chas. Spencer	46,488	285. Wm. Kennedy	46,488
271. Wm. Kennedy	46,488	286. Patrick Keenan	46,488
272. Patrick Keenan	46,488	287. Andrew Lamb	46,488
273. Andrew Lamb	46,488	288. Fred'k Gorman	46,488
274. Fred'k Gorman	46,488	289. D. M. Keshler	46,488
275. D. M. Keshler	46,488	290. Geo. Burkhard	46,488
276. Geo. Burkhard	46,488	291. James Fitzgerald	46,488
277. James Fitzgerald	46,488	292. Thomas Farrell	46,488
278. Thomas Farrell	46,488	293. William Ryan	46,488
279. William Ryan	46,488	294. John A. Weed	46,488
280. John A. Weed	46,488	295. Samuel A. Lewis	46,488
281. Samuel A. Lewis	46,488	296. Chas. A. Johnson	46,488
282. Chas. A. Johnson	46,488	297. H. Clarkson, Jr.	46,488
283. H. Clarkson, Jr.	46,488	298. Chas. Spencer	46,488
284. Chas. Spencer	46,488	299. Wm. Kennedy	46,488
285. Wm. Kennedy	46,488	300. Patrick Keenan	46,488
286. Patrick Keenan	46,488	301. Andrew Lamb	46,488
287. Andrew Lamb	46,488	302. Fred'k Gorman	46,488
288. Fred'k Gorman	46,488	303. D. M. Keshler	46,488
289. D. M. Keshler	46,488	304. Geo. Burkhard	46,488
290. Geo. Burkhard	46,488	305. James Fitzgerald	46,488
291. James Fitzgerald	46,488	306. Thomas Farrell	46,488
292. Thomas Farrell	46,488	307. William Ryan	46,488
293. William Ryan	46,488	308. John A. Weed	46,488
294. John A. Weed	46,488	309. Samuel A. Lewis	46,488
295. Samuel A. Lewis	46,488	310. Chas. A. Johnson	46,488
296. Chas. A. Johnson	46,488	311. H. Clarkson, Jr.	46,488
297. H. Clarkson, Jr.	46,488	312. Chas. Spencer	46,488

THE BUSINESS OF THE WEEK.

The Lenders Show more than the ordinary degree of conservatism during the week just closed, as to the amount of capital employed in the shape of commercial loans. There has been a decided increase in the rates of commercial paper, and a fresh demand for money from the Stock Exchange, which has been met by the withdrawal of deposits from the banks by the interior institutions, and by the payment of balances due to the banks by their correspondents in the city. The Treasury has also been a heavy lender during the week, having received from the banks, on account of the new 4 per cent. loan, about $2,000,000, and from the Custom House about $1,000,000 in addition to the regular receipts. The Government has also been a heavy purchaser of bonds, having taken about $1,500,000 of the new loan, and bought in the open market about $1,000,000 of the 6's of 1881. The Treasury has also been a heavy purchaser of silver bullion, having taken about $1,000,000 during the week

The New-York Tribune.

TRIBUNE SUBSCRIPTION RATES.
NEW-YORK, WEDNESDAY, NOV. 18, 1874.

TRIBUNE SHEET.

ACADEMY OF MUSIC—14 Irving Place.
BOOTH'S THEATRE—Ashes at 8 o'clock.
BRYANT'S VARIETIES—Ethiopian Drama, Burlesque, &c. at 7:30 o'clock.
CHAMP. OPERA HOUSE—Don't Cross Me.
DUSEY'S THEATRE—Ashes at 8 o'clock.
GILMORE'S GARDEN—Concert.
GRAND OPERA HOUSE—Humpty Dumpty.
HOOLEY'S OPERA HOUSE—Ashes at 8 o'clock.
LINCOLN HALL—Lecture at 8 o'clock.
NIBLO'S GARDEN—Ashes at 8 o'clock.
OLYMPIC THEATRE—Ashes at 8 o'clock.
PARK THEATRE—Ashes at 8 o'clock.
STEINWAY HALL—Concert at 8 o'clock.
STUYVESANT INSTITUTE—Lecture at 8 o'clock.
TONY PASTOR'S OPERA HOUSE—Variety at 8 o'clock.
WALLACK'S THEATRE—Ashes at 8 o'clock.
WOOD'S MUSEUM—Dramas and Farces.

TERMS TO MAIL SUBSCRIBERS.
The New-York Tribune, per annum, postage prepaid.....$10 00
The New-York Tribune, for six months, postage prepaid..... 5 00
The New-York Tribune, for three months, postage prepaid..... 2 50
The New-York Tribune, per week, postage prepaid..... 10
Specimen copies sent gratis.
Remittances should be made by Post-Office Money Order, Draft or Registered Letter, at our risk. Bills on local banks not received.
Address THE TRIBUNE, New-York.

The Week.

The Democratic victory in Pennsylvania is more decisive than was generally expected. The majority for Governor Hartranft in 1872 was 53,000, and in 1873 it was 20,000. The majority for Mr. Hartranft's successor will be about 10,000. The Democrats have elected their Governor, Auditor-General, Treasurer, Secretary of Internal Affairs, Surveyor-General, Clerk of the Supreme Court, and Judge of the Supreme Court. They have also carried the Legislature, and will have a majority on joint ballot of about 20. The Democrats have elected 15 Congressmen out of 25, and have made gains in Congress, the Legislature, and the State Senate. The Democratic majority in Philadelphia is 12,000, and in Allegheny County 3,000. The Democrats have also carried Lancaster, Berks, Schuylkill, Northumberland, Luzerne, Lehigh, Northampton, Bucks, Montgomery, Chester, Delaware, Dauphin, Cumberland, Adams, Franklin, Fulton, Huntingdon, Bedford, Somerset, Cambria, Clearfield, Jefferson, Clarion, Venango, Crawford, Erie, Warren, Mercer, Lawrence, Beaver, Butler, Armstrong, Indiana, Westmoreland, Fayette, Greene, Washington, Somerset, Cambria, Clearfield, Jefferson, Clarion, Venango, Crawford, Erie, Warren, Mercer, Lawrence, Beaver, Butler, Armstrong, Indiana, Westmoreland, Fayette, Greene, Washington, and Monroe. The Republicans have carried Philadelphia, Allegheny, Blair, Centre, Clinton, Lycoming, Potter, Tioga, Susquehanna, Wayne, Pike, Monroe, Carbon, Schuylkill, Lebanon, Lancaster, Chester, Delaware, Montgomery, Bucks, Lehigh, Northampton, Columbia, Union, Snyder, Juniata, Perry, Mifflin

WASHINGTON.

Current Topics at the Metropolis.

Capitol.

Senator Hayes on the Alaskan Question—The Ice Palace—Personal Matters—A Chapter of Accidents.

WASHINGTON, Nov. 13.—There is an unusual degree of activity in the Senate Committee-rooms, as the close of Congress approaches, and the committees are hurrying up their reports. Many of the committees have been engaged during the entire session upon matters of great importance, and the chairmen and members have labored assiduously to perfect bills and reports which will be presented to the Senate during the last week of the session. The Committee on Foreign Relations has had before it the Nicaragua Canal question, the Mexican question, and the Alaskan question, and has been in session almost every day during the session. The Committee on Commerce has had before it the Inter-State Commerce bill, the Pacific Railroad funding bill, the Mississippi River improvement bill, and the Alaskan question, and has been in session almost every day during the session. The Committee on Finance has had before it the tariff bill, the Pacific Railroad funding bill, the Mississippi River improvement bill, and the Alaskan question, and has been in session almost every day during the session. The Committee on Public Lands has had before it the Pacific Railroad funding bill, the Mississippi River improvement bill, and the Alaskan question, and has been in session almost every day during the session. The Committee on Judiciary has had before it the Pacific Railroad funding bill, the Mississippi River improvement bill, and the Alaskan question, and has been in session almost every day during the session. The Committee on Military Affairs has had before it the Pacific Railroad funding bill, the Mississippi River improvement bill, and the Alaskan question, and has been in session almost every day during the session. The Committee on Naval Affairs has had before it the Pacific Railroad funding bill, the Mississippi River improvement bill, and the Alaskan question, and has been in session almost every day during the session. The Committee on Post-Offices and Post-Roads has had before it the Pacific Railroad funding bill, the Mississippi River improvement bill, and the Alaskan question, and has been in session almost every day during the session. The Committee on Public Buildings and Grounds has had before it the Pacific Railroad funding bill, the Mississippi River improvement bill, and the Alaskan question, and has been in session almost every day during the session. The Committee on Territories has had before it the Pacific Railroad funding bill, the Mississippi River improvement bill, and the Alaskan question, and has been in session almost every day during the session. The Committee on Indian Affairs has had before it the Pacific Railroad funding bill, the Mississippi River improvement bill, and the Alaskan question, and has been in session almost every day during the session. The Committee on Pensions has had before it the Pacific Railroad funding bill, the Mississippi River improvement bill, and the Alaskan question, and has been in session almost every day during the session. The Committee on Claims has had before it the Pacific Railroad funding bill, the Mississippi River improvement bill, and the Alaskan question, and has been in session almost every day during the session. The Committee on Patents has had before it the Pacific Railroad funding bill, the Mississippi River improvement bill, and the Alaskan question, and has been in session almost every day during the session. The Committee on Private Land Claims has had before it the Pacific Railroad funding bill, the Mississippi River improvement bill, and the Alaskan question, and has been in session almost every day during the session. The Committee on Indian Depredations has had before it the Pacific Railroad funding bill, the Mississippi River improvement bill, and the Alaskan question, and has been in session almost every day during the session. The Committee on Revolutionary Claims has had before it the Pacific Railroad funding bill, the Mississippi River improvement bill, and the Alaskan question, and has been in session almost every day during the session. The Committee on Civil Service Reform has had before it the Pacific Railroad funding bill, the Mississippi River improvement bill, and the Alaskan question, and has been in session almost every day during the session. The Committee on Mines and Mining has had before it the Pacific Railroad funding bill, the Mississippi River improvement bill, and the Alaskan question, and has been in session almost every day during the session. The Committee on Education and Labor has had before it the Pacific Railroad funding bill, the Mississippi River improvement bill, and the Alaskan question, and has been in session almost every day during the session. The Committee on Agriculture has had before it the Pacific Railroad funding bill, the Mississippi River improvement bill, and the Alaskan question, and has been in session almost every day during the session. The Committee on Manufactures has had before it the Pacific Railroad funding bill, the Mississippi River improvement bill, and the Alaskan question, and has been in session almost every day during the session. The Committee on Agriculture has had before it the Pacific Railroad funding bill, the Mississippi River improvement bill, and the Alaskan question, and has been in session almost every day during the session. The Committee on Mines and Mining has had before it the Pacific Railroad funding bill, the Mississippi River improvement bill, and the Alaskan question, and has been in session almost every day during the session. The Committee on Education and Labor

THEOPHILE GAUTIER.

From the Paris Correspondence of the Manchester Guardian.

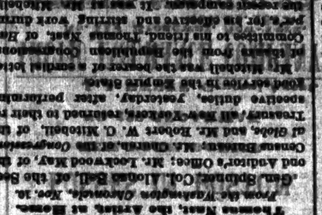
M. Theophile Gautier was quite a celebrity in M. Sainte; "words" was the maxim of the former, "things" that of the latter. Reality alone had charms for the one; only imagination could satisfy the other. M. Gautier was indifferent to matter; form was his idol. The dictionary was the arsenal of his reputation; the column-consists of carefully chiseled and painfully filed words. His sole ambition appears to have been to become the first word-painter of his country. He had attained it, and left a multitude of imitators behind him. On leaving college he strove to become a painter, but with the pen, but with the brush, and, failed in the attempt. He took a look in poetry, and became a fanatic of the romantic school and an ardent partisan of Victor Hugo. He even shed his blood in the cause during the memorable row at the play of the Théâtre Français the first time "Hernani" was played. Finally, the book on which his first poems were published, in 1834, he wrote literary, artistic, and theatrical chronicles, chiefly in the journal La Presse, then directed by M. De Girardin, contributed articles to different other papers and reviews, and published between a vast amount of poetry and romance. In the midst of this literary activity M. Gautier found time to travel through Spain, Italy, Russia, and the East, each journey giving birth to a new book. As an instance of his talent for description, I may mention that when the Comtesse de Montijo, the well-known wife of Napoleon's ambassador at the royal court of Spain, was received at the Tuileries capital he was astounded to find that, though he had never been in it before, he was as well and as minutely acquainted with it as if he had lived there all his life, thanks to the descriptive talent and word-painting of his countryman. His earliest literary labors were for the Mercure, which was then the chief literary journal; and when the Mercure ceased to be official, in 1838, he left it for the newly-created Journal Officiel. The Empire made him an officer of the Order of the Legion of Honor, and Princess Mathilde appointed him her librarian. Princesses, however, are not always rich, and she was one of the few who spoke with fluency during his last moments. He never strove in politics, however, and in this respect, as in almost all others, he seems to have made Goethe his exemplar. He never neglected, as Victor Hugo, Goethe's counsel to poets, "to be a man before becoming a poet." He was also

MARYLAND.

Nearly Complete Vote by Counties—Gives Gaynor 3,000 Plurality.

The following is the vote of Maryland for Governor in 1912:

Counties.	Democrat.	Republican.	Socialist.	Prohibition.
Allegany	5,000	3,000	200	100
Anne Arundel	2,000	1,000	100	50
Baltimore City	60,000	40,000	2,000	1,000
Baltimore County	8,000	5,000	300	150
Calvert	1,000	500	50	25
Caroline	1,500	1,000	75	40
Carroll	3,000	2,000	150	75
Cecil	2,500	1,500	100	50
Charles	1,200	800	60	30
Dorchester	2,000	1,500	100	50
Frederick	4,000	3,000	200	100
Garrett	1,500	1,000	75	40
Harford	2,500	1,500	100	50
Howard	1,000	800	50	25
Kent	1,500	1,000	75	40
Montgomery	2,000	1,500	100	50
Prince George's	1,500	1,000	75	40
Queen Anne's	1,500	1,000	75	40
St. Mary's	1,000	800	50	25
Somerset	2,000	1,500	100	50
Talbot	1,500	1,000	75	40
Washington	4,000	3,000	200	100
Wicomico	2,000	1,500	100	50
Worcester	1,500	1,000	75	40



MASSACHUSETTS.

Total vote cast, 678,478 (largest in history).

Three vote for electors for President.

	Democrat.	Republican.	Socialist.	Prohibition.
Governor	205,928	202,699	45,864	13,604
Lieutenant-Governor	205,928	202,699	45,864	13,604
Secretary	205,928	202,699	45,864	13,604
Treasurer	205,928	202,699	45,864	13,604
Auditor	205,928	202,699	45,864	13,604
Attorney-General	205,928	202,699	45,864	13,604

Democratic plurality for Governor, 3,229.

Democratic majority in Congressional delegation, 1.

Democratic majority in Legislature, 120.

MICHIGAN.

Total vote for Governor in 1910, 338,262.

Democratic majority for Governor, 1,922.

Democratic majority in Congressional delegation, 1.

Democratic majority in Legislature, 1.

MINNESOTA.

Total vote for Governor in 1910, 369,000.

Democratic majority for Governor, 1,000.

Democratic majority in Congressional delegation, 1.

Democratic majority in Legislature, 1.

MISSOURI.

Total vote for Governor in 1908, 1,000,000.

Democratic majority for Governor, 50,000.

Democratic majority in Congressional delegation, 1.

Democratic majority in Legislature, 1.

NEBRASKA.

Total vote for Governor in 1910, 250,000.

Democratic majority for Governor, 1,000.

Democratic majority in Congressional delegation, 1.

Democratic majority in Legislature, 1.

NEVADA.

Total vote for Governor in 1910, 17,000.

Democratic majority for Governor, 1,000.

Democratic majority in Congressional delegation, 1.

Democratic majority in Legislature, 1.

NEW HAMPSHIRE.

Total vote for Governor in 1910, 100,000.

Democratic majority for Governor, 1,000.

Democratic majority in Congressional delegation, 1.

Democratic majority in Legislature, 1.

NEW JERSEY.

Total vote for Governor in 1910, 400,000.

Democratic majority for Governor, 1,000.

Democratic majority in Congressional delegation, 1.

Democratic majority in Legislature, 1.

NEW MEXICO.

Total vote for Governor in 1910, 50,000.

Democratic majority for Governor, 1,000.

Democratic majority in Congressional delegation, 1.

Democratic majority in Legislature, 1.

NEW YORK.

Total vote for Governor in 1910, 1,000,000.

Democratic majority for Governor, 1,000.

Democratic majority in Congressional delegation, 1.

Democratic majority in Legislature, 1.

NORTH DAKOTA.

Total vote for Governor in 1910, 100,000.

Democratic majority for Governor, 1,000.

Democratic majority in Congressional delegation, 1.

Democratic majority in Legislature, 1.

OHIO.

Total vote for Governor in 1910, 1,000,000.

Democratic majority for Governor, 1,000.

Democratic majority in Congressional delegation, 1.

Democratic majority in Legislature, 1.

OKLAHOMA.

Total vote for Governor in 1910, 200,000.

Democratic majority for Governor, 1,000.

Democratic majority in Congressional delegation, 1.

Democratic majority in Legislature, 1.

OREGON.

Total vote for Governor in 1910, 100,000.

Democratic majority for Governor, 1,000.

Democratic majority in Congressional delegation, 1.

Democratic majority in Legislature, 1.

PENNSYLVANIA.

Total vote for Governor in 1910, 1,000,000.

Democratic majority for Governor, 1,000.

Democratic majority in Congressional delegation, 1.

Democratic majority in Legislature, 1.

RHODE ISLAND.

Total vote for Governor in 1910, 100,000.

Democratic majority for Governor, 1,000.

Democratic majority in Congressional delegation, 1.

Democratic majority in Legislature, 1.

SOUTH CAROLINA.

Total vote for Governor in 1910, 100,000.

Democratic majority for Governor, 1,000.

Democratic majority in Congressional delegation, 1.

Democratic majority in Legislature, 1.

SOUTH DAKOTA.

Total vote for Governor in 1910, 100,000.

Democratic majority for Governor, 1,000.

Democratic majority in Congressional delegation, 1.

Democratic majority in Legislature, 1.

TENNESSEE.

Total vote for Governor in 1910, 100,000.

Democratic majority for Governor, 1,000.

Democratic majority in Congressional delegation, 1.

Democratic majority in Legislature, 1.

TEXAS.

Total vote for Governor in 1910, 100,000.

Democratic majority for Governor, 1,000.

Democratic majority in Congressional delegation, 1.

Democratic majority in Legislature, 1.

UTAH.

Total vote for Governor in 1910, 100,000.

Democratic majority for Governor, 1,000.

Democratic majority in Congressional delegation, 1.

Democratic majority in Legislature, 1.

VERMONT.

Total vote for Governor in 1910, 100,000.

Democratic majority for Governor, 1,000.

Democratic majority in Congressional delegation, 1.

Democratic majority in Legislature, 1.

VIRGINIA.

Total vote for Governor in 1910, 100,000.

Democratic majority for Governor, 1,000.

Democratic majority in Congressional delegation, 1.

Democratic majority in Legislature, 1.

WASHINGTON.

Total vote for Governor in 1910, 100,000.

Democratic majority for Governor, 1,000.

Democratic majority in Congressional delegation, 1.

Democratic majority in Legislature, 1.

WEST VIRGINIA.

Total vote for Governor in 1910, 100,000.

Democratic majority for Governor, 1,000.

Democratic majority in Congressional delegation, 1.

Democratic majority in Legislature, 1.

WISCONSIN.

Total vote for Governor in 1910, 100,000.

Democratic majority for Governor, 1,000.

Democratic majority in Congressional delegation, 1.

Democratic majority in Legislature, 1.

WYOMING.

Total vote for Governor in 1910, 100,000.

Democratic majority for Governor, 1,000.

Democratic majority in Congressional delegation, 1.

Democratic majority in Legislature, 1.

INSURANCE.

SAINT PAUL

FIRE AND MARINE INS. CO.

Of Saint Paul, Minn.

Cash Assets, Oct. 1, - - - $532,000

Loss in Boston cannot exceed $50,000

THE FRONTIERS WHICH CHARACTERIZED THE ADJUSTMENT OF CHICAGO LOSSES AMOUNTING TO $400,000 IS A FAIR CRITERION OF THE COURSE OF THE COM-

PANY IN THE FUTURE.

NEW-YORK OFFICE, NO. 27 WALL-ST.

AT OFFICE OF

NATIONAL FIRE INSURANCE COMPANY.

JERSEY CITY INSURANCE CO.,

NO. 28 GRAND-ST.,

JERSEY CITY, N. J.

apital and Surplus Jan. 1, 1872, $283,279 87.

SUSTAINED NO LOSS BY THE BOSTON FIRE

THE COMPANY HAS NO AGENTS OUTSIDE STATE OF NEW JERSEY. TAKES ROSPECIAL OR EXTRA HAZARDOUS RISKS. INSURES ONLY DWELLINGS AND FIRST-CLASS MER-

CHANDISE RISKS.

DIRECTORS:

DAVID APGAR, President Merchants' Bank.
S. R. GUTTARIUS, President Manhattan Fire Insurance Company, New-York.
W. KUSTACE, H. TRAUWELL & SONS.
D. S. BERGEN, President Jersey Association.
J. W. GROWELL, Merchant, Belleville.
D. P. COX, Merchant, Harrison, N. J.
R. M. GIBBON HILL, Manufacturer, Rahway, N. J.
G. VAN VORST, Ex-Mayor Jersey City.
S. PAULMIER, President.
M. GIBBON, Secretary.

PACIFIC FIRE INS. CO.,

No. 470 Broadway,

Branch, No. 167 Broadway,

Nov. 11, 1872.

Cash Capital	$200,000 00
Surplus, Nov. 11, 1872	299,703 52
Total Cash Assets, Nov. 11, 1872	$499,703 52

UNADJUSTED LOSSES, BOSTON, $15,000.

A. P. HATFIELD, President.

S. T. JEREMIAH, Secretary.

COMMERCIAL FIRE INSURANCE CO.,

OF NEW-YORK.

Office, No. 157 Broadway.

Capital	$200,000
Surplus	140,000
	$340,000
Total Insurance in Rural Dis. trict, Boston	70,000
	$270,000

APPLICATIONS RECEIVED AND POLICIES ISSUED AS USUAL.

S. V. B. FOWLER, President.

DAVID CONKLIN, Secretary.

CLINTON

FIRE INSURANCE COMPANY.

Office, No. 180 Broadway.

Cash Capital	$250,000
Surplus	190,000
	$440,000
Losses in Boston, about	50,000

THIS COMPANY HAS NO AGENCIES AND SOLICITS FIRST-CLASS RISKS.

JOHN E. ANIS, President.

JOHN WARD, Secretary.

MERCANTILE FIRE INSURANCE COMPANY,

No. 156 Broadway, New-York.

CAPITAL, $300,000 ASSETS, $385,000.

Total Amount at Risk in Rural District, Boston, $38,000.

WM. A. ANDERSON, President.

C. W. PARMELEE, Secretary.

NORTH-WESTERN

NATIONAL INSURANCE COMPANY

OF MILWAUKEE, WIS.

No. 2 ASTOR HOUSE MITCHELL, President.
EDWARD E. HOUTON, Vice-President.
FRANK E. BURNS, Secretary.

CAPITAL, $500,000.

CASH CAPITAL PAID UP	$250,000
CASH SURPLUS, over	174,000
LOSSES PAID BY THE GREAT FIRE	150,000

ALL LOSSES PROMPTLY ADJUSTED AND PAID AT SIGHT.

A. T. TEMPLE, Agent, No. 36 Pine-st.

INSURANCE.

BOSTON FIRE

METROPOLITAN INSURANCE CO.,

NO. 109 BROADWAY, N. Y.

Capital, $300,000,

WITH A LARGE SURPLUS.

THIS COMPANY HAS NOT LOST A DOLLAR IN THE BOSTON CONFLAGRATION.

B. M. C. GRAHAM, President.

SAMUEL J. YOUNG, Secretary.

STUYVESANT INSURANCE COMPANY,

NO. 122 BOWERY

AND

NO. 204, BROADWAY.

CASH CAPITAL - - - $200,000

RESERVE - - - - - 150,000

THIS COMPANY LOSES NOTHING BY THE BOSTON FIRE, ITS BUSINESS BEING CONFINED TO NEW-YORK CITY AND IMMEDIATE VICINITY.

E. Y. PATTERSON, President.

ISAAC WILLETS, Vice-President.

GEORGE B. RHOADS, Secretary.

SIDNEY WAETHMORE, Assistant Secretary.

RESOLUTE FIRE INSURANCE CO.

OF THE CITY OF NEW-YORK.

ORGANIZED JULY 9, 1857.

Office, No. 92 Broadway.

CASH CAPITAL	$200,000
Asset Assets	$370,073

DIRECTORS.

W. H. APPLETON,	CH. G. LANDON,
SAML D. BABCOCK,	JAMES LAWSON,
H. E. PIERREPONT,	FRANCIS H. LELAND,
C. H. BALDWIN,	CYRUS H. LOUTREL,
JOS. S. BLOSSOM,	R. B. MASTERS,
JOHN BRYAN,	ANDREW MOUAT,
A. E. DODDINGTON,	JOSEPH MYER,
JOHN D. GOLLINS,	GEO. H. RUSSELL, Jr.
HARRY HAY,	C. E. TAYLOR,
DAVID DOWS,	C. E. TOILET,
HENRY EYRE,	WM. H. TURNER,
C. V. BUTLER DUBOAL,	GUSTAVE REYNAUD,
W. E. FOGG,	R. W. RUDHAM,
FREDERICK VANS,	FRANCIS SKIDDY,
SAMUEL SLOAN,	ALMON SQUIRE,
JOHN GIBSON,	ROBERT SCHELL,
EDWARD H. ROSE,	E. S. STRANGE,
ARTHUR G. ROWE,	JOSEPH WOLFE,
WILLIAM H. WEST,	JOHN ZUG,
J. V. KETCHUM,	WILLIAM WATSON.

LOSS IN BOSTON LESS THAN $10,000.

Dwellings, Stores, Churches, Factories, and Other Buildings, Furniture, and Merchandise Insured by Fire, at Reasonable Rates.

JOHN GIBSON, President.

WM. M. RANDELL, Secretary.

EXTRACT FROM THE CHARTER.

The RESOLUTE has had its share of the unfortunate dispositions and perils which have overwhelmed the Insurance Companies of this City, but its Directors have never failed in their determination to maintain the highest credit, and no one who ever held one of its Securities, policies or any other claim for loss, has ever failed to obtain the full value of their claim, the same day the loss was ascertained and proofs of claim filed, the most liberal settlement.

SAFE INSURANCE

GIRARD

FIRE INSURANCE COMPANY,

OF PHILADELPHIA.

NEW-YORK OFFICE, NO. 170 BROADWAY.

Cash Capital,	$300,000
Surplus, over	250,000
Assets,	$650,000

Our Losses by the Great Fire at Boston will not Exceed $50,000.

BENSON B. SMITH,

Agent and Attorney,

NO. 170 BROADWAY.

NEW-YORK, Nov. 11, 1872.

CITY

FIRE INSURANCE CO., OF N. Y.,

TRINITY BUILDING, 111 Broadway.

NEW-YORK, Nov. 11, 1872.

CAPITAL	$250,000
SURPLUS	250,000
TOTAL ASSETS	$500,000

This Company will pay the ABOVE AMOUNTS after paying ALL THEIR LOSSES in Boston, and will continue to insure first-class risks in New-York and vicinity upon favorable terms.

SAMUEL TOWNSEND, President.

D. J. BEAUVAIS, Secretary.

PEOPLE'S

Fire Insurance Co. of New-York.

OFFICES:

Nos. 193 Canal-st. and 165 Broadway.

THIS COMPANY LOSES NOTHING BY THE FIRE IN BOSTON.

E. Y. PRICE, President.

CITIZENS'

INSURANCE COMPANY OF NEWARK, N. J.

CASH CAPITAL	$200,000
SURPLUS	100,000
TOTAL ASSETS	$300,000

HAS NO AGENCY IN BOSTON, AND SOLD SAFES AT RISK IN THE BURNED DISTRICT.

A. S. HINSDALE, Manager,

NO. 30 BROADWAY.

OFFICE OF

ATLANTIC INSURANCE CO.,

NO. 78 BROADWAY, NEW-YORK.

NOV. 11, 1872.

Total amount at risk in the burnt district, Boston, $50,000.

CASH CAPITAL	$200,000
SURPLUS	200,000

JOHN D. COCK, President.

W. D. COGELL, Secretary.

EAGLE FIRE COMPANY OF NEW-YORK.

No. 271 Water-st.

CHARTERED 1824.

NO LOSSES AT BOSTON.

ASSETS, Nov. 1, 1872	$253,741
CAPITAL, Nov. 1, 1872	100,000
SURPLUS, Nov. 1, 1872	173,741

SAMUEL POND, President.

A. J. CLINTON, Secretary.

INSURANCE.

IMPORTERS' & TRADERS'

Insurance Company,

OFFICE, 192 BROADWAY,

NEW-YORK.

Cash Capital.....$150,000

Assets, 1st November, 1872.....$253,000

Surplus beyond the above $50,000.

JOSEPH BEGRAW, President.

DANIEL A. SMITH, Secretary.

GUARDIAN ASSURANCE CO., OF LONDON.

ESTABLISHED 1821.

Subscribed Capital, $10,000,000 Gold.

TOTAL INVESTED FUNDS, OVER $5,000,000 GOLD.

ASSETS now in The Hands, OVER $2,500,000 GOLD.

NOW PREPARED TO ISSUE POLICIES UPON EVERY DESCRIPTION OF INSURABLE PROPERTY, AT REASONABLE RATES.

BRANCH OFFICE, No. 9 WALL-ST.

FRANKLIN H. CARTER, Manager.

IMPERIAL FIRE INSURANCE CO.,

OF LONDON,

NO. 54 PINE-ST., NEW-YORK.

Amount of Bonds and Mortgages to be taken, $600,000.

CAPITAL OF THE COMPANY,

Eight Million Dollars, Gold,

LOSSES PAID AT SUCH AS ADJUSTED.

H. W. CROWELL,

RESIDENT MANAGER.

JEFFERSON INSURANCE COMPANY

NO. 111 BROADWAY, NEW-YORK.

"OVER FORTY-EIGHT YEARS IN SUCCESSFUL BUSINESS."

STATEMENT THIS DAY, NOV. 11, 1872.

CAPITAL	$500,000
SURPLUS	225,000
ASSETS	625,417

LOSS IN BOSTON ONLY $10,000.

SAML B. PALMER, President.

WM. B. HOYT, Secretary.

OFFICE OF

COLUMBIA FIRE INSURANCE COMPANY,

No. 141 BROADWAY.

NEW-YORK, Nov. 11, 1872.

We have the pleasure to announce to our friends and the public that our losses by the fire in Boston will probably not exceed $75,000, leaving our Capital unimpaired, and that we continue our business as usual.

JNO. B. ARTHUR, Secretary.

QUEEN INSURANCE COMPANY,

PARK BANK BUILDING,

NO. 214 BROADWAY.

After a careful examination, made from its own agents, entirely independent of the Boston fire, this Company will issue policies for $400,000 in the Boston fire, assuming every one as total, this Company will lose not exceeding $50,000, from which it is to be deducted the value of salvage. Policies will be issued at the lowest rates, and delays until we could get full information from a representative of the Company on his return from Boston.

Losses will be as promptly adjusted.

W. H. ROSS, Manager.

The following Cable message has been received at this office:

LIVERPOOL, Nov. 12, 1872.

Adjust Boston claims promptly, drawing on Company here for amounts as settled.

J. HONGHTON WILSON, Manager.

In connection with the above, the undersigned, late from Fullam & Clarke, Managers of Queen Insurance Co. of Liverpool, England, now for Atlantic Cable, will be of interest to the insuring public:

Liverpool, Eng., Manager, Liverpool.

Sir: As the Manager of your Liverpool, I have acted as Assistant in examining the Books, Papers and all transactions with the financial status of Queen Insurance Company, including the books, papers and transactions with the Revenue Commissioners of England, for which the Company pays a heavy annual tax, and as financial statements as published fully verified, and the Company in possession of over double our Capital, and consequently able to meet every liability resulting upon it. Respectfully yours,

JULIUS L. CLARKE,

Late Inspector of Insurance Companies.

STANDARD

FIRE INSURANCE COMPANY.

OFFICE NO. 219 BROADWAY.

NEW-YORK, Nov. 12, 1872.

NET ASSETS	$439,692 82
AMOUNT SUBSCRIBED THIS DAY BY THE BOARD OF DIRECTORS	170,000 00
	$609,692 82

DEDUCT FOR LOSSES IN BOSTON, ASSUMING THAT ALL THE POLICIES OF THE COMPANY ON PROPERTY IN THE BURNT DISTRICT SHOULD PROVE A TOTAL LOSS | 329,644 00 |
| AVAILABLE ASSETS | $280,048 82 |

WILLIAM CRIPPEN, President.

WILLIAM H. W. TOBY, Vice-President.

Secretary.

BREWERS' AND MALSTERS' INSURANCE CO.

No. 128 BROADWAY, NEW-YORK.

Cash Capital	$200,000
Surplus, Nov. 1, 1872	140,000
	$340,000

As none of us can estimate, our losses by the great fire in Boston will not exceed the interest which these will make our SURPLUS and we will continue to do business on the same liberal scale as heretofore to the satisfaction of our friends and the public.

H. W. STANLEY, President.

WM. H. CHAUNCEY, Vice-President.

W. B. CRANE, Secretary.

NEW-YORK AND YONKERS FIRE INSURANCE COMPANY.

NO. 1 PINE-ST., NEW-YORK.

Cash Capital to Insure with our customers, Provident Policy Holders, Personally Liable for the Amount of the Policies of Policy-holders.

RICHARD L. FRANKLIN, President.

JOHN W. GERMOND, Secretary.

RELIEF FIRE INSURANCE COMPANY, No. 149 BROADWAY.

The capital stock of this Company is unimpaired by the Boston calamity. The ample means will be exercised.

Business continued as usual.

J. H. FINLEY, President.

WM. E. CRANE, Secretary.

POLICY-HOLDERS IN THE

MERCANTILE FIRE INSURANCE COMPANY,

are requested to send in their claims for immediate adjustment.

WM. MULLIGAN, Receiver,

No. 68 Broadway.

FIRE. BOSTON. FIRE.

Any information regarding STANDING of INSURANCE COMPANIES cheerfully furnished, and POLICIES in Companies RUINED by the late fire REPLACED WITHOUT CHARGE in SOUND SAFE COMPANIES by

E. DUNCAN SNIFFEN,

No. 3 Pine-st., basement.

INSURANCE.

GUARDIAN FIRE INSURANCE COMPANY,

No. 187 Broadway, N. Y.

Cash Capital - - -	$200,000
Surplus - - -	50,000
Assessment Authorized by Unanimous Vote of the Board of Directors - -	70,000
Total - - - - -	$320,000
Less Boston Losses - -	70,000
Cash Net Assets Nov. 12, 1872 - -	$250,000

DIRECTORS:

WILLIAM WATSON, CHARLES ANTHONY,
DAVID LANE, JAMES BOORMAN,
JAMES M. BUNKER, SAMUEL W. JOHNSON,
GEO. HEIDSIECK, WM. H. GUION,
BRYCE GRAY, JOSEPH E. DEVLIN,
WM. C. CASTLE, ISAAC STAUT,
WM. C. MOUNT, WALTON G. EVINS,
A. B. VAN NEST, J. W. JONES,
THOS. BARBOUR, JOHN S. DEWITT,
JAMES P. CUMMINGS.

WM. C. THOMPSON, PRESIDENT.

WALTER K. PAYE, SECRETARY.

ADRIATIC INSURANCE COMPANY.

NO. 167 BROADWAY.

NOV. 12, 1872.

This Company has only SIX policies in all Boston. It may lose $7,500.

WM. A. BEAVER, President.

C. D. HARTSHORNE, Secretary.

AMERICAN FIRE INSURANCE COMPANY OF NEW-YORK.

Cash Assets This Day, viz:

Capital	$400,000
Surplus, Over	500,000
Total	$900,000

ARE PREPARING TO EFFECT INSURANCES.

JAMES M. HALSTEAD, President.

THOS. L. THORNELL, Secretary.

DAVID ADEE, Assistant Secretary.

Incorporated 1838.

NATIONAL FIRE INSURANCE CO.,

No. 52 Wall-St.

Cash Capital	$200,000
Surplus	115,000
Assets (Amount Pledged)	150,000
Total	$465,000
Losses	445,000
Net Assets	$20,000

DIRECTORS.

HENRY H. CROSBY, JOSEPH W. THORNE,
GEORGE BELL, JOSEPH PARK, Jr.
SAMUEL LORD, HENRY T. DROWNE,
EDWIN HOYT, GEO. H. BURRITT,
GEORGE ELLIS BOUTON, CHARLES H. HATHAWAY,
CHAS. F. SOUTHMAYD, WM. H. MACY,
RICHARD H. LEIMBERT.

HENRY L. PHOENIX, President.

HENRY A. HALL, Secretary.

OFFICE OF THE

TRADESMEN'S FIRE INSURANCE CO.,

No. 168 Broadway, New-York.

The losses of this Company in Boston will be paid out of the Surplus, and the Company will go on as usual.

T. Y. BROWN, Secretary.

ARE YOU INSURED?

THE RUTGERS

FIRE INSURANCE CO.

PRINCIPAL OFFICE,

No. 180 Chatham-square.

BRANCH OFFICES,

No. 53 Wall-st, and No. 357 6th-av.

Cash Capital	$200,000
Surplus, Nov. 1, Over	200,000
	$400,000

Have Sustained no Loss by the Boston Fire.

CONTINUE TO INSURE AT REASONABLE RATES.

EDWARD B. FELLOWS, President.

JOS. W. DUGLISS, Secretary.

GLOBE FIRE INSURANCE COMPANY.

NO. 176 BROADWAY,

NEW-YORK, Nov. 11, 1872.

Capital - -	$200,000 00
Surplus - - -	114,259 38
Total Assets -	$314,259 38

LOSSES IN BOSTON BY THE GREAT FIRE, Fifteen Thousand Dollars ($15,000.)

ALFRED A. REEVES, President.

ALFRED A. REEVES, Secretary.

MERCHANTS' INSURANCE COMPANY

NEWARK.

CASH CAPITAL AND SURPLUS, $600,000.

NO LOSSES IN BOSTON.

C. V. B. STANDA 878 Co., Agents,

No. 178 Broadway.

MERCHANTS'

INSURANCE COMPANY OF N. Y.,

NO. 160 BROADWAY.

Cash Capital	$200,000
Surplus, Nov. 1, 1872	250,000
	$450,000
Losses in Boston Quickly	125,000

CHARLES G. FORBES, President.

C. S. BARKER, Vice-President.

J. L. DOUGLASS, Secretary.

New York, Nov. 12, 1872.

MECHANICS' AND TRADERS' FIRE INSURANCE COMPANY,

No. 48 Wall-st., New-York.

Capital, $200,000. Assets, $400,000.

Total Liabilities in Rural District, Boston, $35,000.

JAMES H. LOTT, Pres. JOHN M. TOMPKINS, Sec.

INSURANCE.

Boston Fire.

GERMAN-AMERICAN INSURANCE COMPANY,

No. 139 Broadway, N. Y.

Branch Office for the Current Business of Both Companies, Corner of Liberty and Pearl-sts.

Organized March, 1872.

Cash Capital, - -	$1,000,000 00
Cash Surplus, Nov. 1, 1872	272,706 02
	$1,272,706 02

Total amount at risk in the burnt district in Boston

$109,000.

WILLIAM D. BRUCE, President.

JOHN W. MURRAY, Secretary.

OFFICE,

Nos. 169 and 171 Broadway.

HARTFORD, CONN.

The Connecticut Fire Insurance Company of Hartford, Conn., Organized A. D. 1850, Charter Perpetual. Cash Capital, $200,000.

T. BENNETT, Jr., Secretary.

"THE CONNECTICUT"

HAS A

CASH CAPITAL OF

HALF A MILLION DOLLARS.

CLEVELAND, OHIO.

Boston risk written at the Company's Branch Office, Corner of Liberty and Pearl-sts., New-York.

Supervised by the Insurance Co.

THE "SUN"

HAS A

CASH CAPITAL OF

Two Hundred Thousand Dollars.

BOSTON LOSS,

Eighty Cents on the Dollar, Cash.

THE

PRESCOTT FIRE INSURANCE CO., OF BOSTON.

Was organized with a NEW CAPITAL

SIX HOURS AFTER THE FIRE.

Settles Losses at the Office of the Company.

Satterlee, Bostwick & Martin,

AGENTS.

Boston Fire.

HANOVER FIRE INSURANCE COMPANY,

No. 120 Broadway, Corner Cedar-st.,

NEW-YORK, Nov. 11, 1872.

CASH CAPITAL, - -	$200,000
CASH SURPLUS, Nov. 1, over	550,000
ASSETS, over	$950,000

This Company will pay all losses by the Boston Fire, leaving its Capital unimpaired, and a surplus of over $350,000.

Risks accepted as usual.

E. G. WALCOTT, President.

I. REMSEN LANE, Secretary.

DIRECTORS.

Benj. S. Walcott,	S. H. Hakenbush,
Philip W. Enos,	James Stuart,
Charles Pitt,	Arnold A. Lewis,
Jos. F. Wallace,	Rob. Bunting,
Henry Adams,	Lewis C. Hunt,
Wm. M. Price,	Paul Wurtz,
Wm. A. Brown,	D. W. Jones,
Wm. Bryce,	Edward Suydam,
Simon De Visser,	Geo. L. Kent,
Elisha A. Packer,	E. T. Corning,
Wm. S. Wallace,	Morris K. Jesup,
M. Lehman,	Geo. Bliss,
Emil Sauer,	Chas. H. Russell,
	Jos. E. Bridgman,
	Wm. E. Dodge,
	Isaac T. Smith,

OFFICE OF

THE MECHANICS' FIRE INSURANCE COMPANY, OF BROOKLYN,

No. 217 Montague-st. Brooklyn, and No. 165 Broadway, New-York.

BROOKLYN, Nov. 12, 1872.

Cash Capital	$150,000
Assets	240,000

We have no agencies, and only $5,000 in the burnt district in Boston, and respectfully solicit the patronage of our friends and the public.

JOHN E. BAKER, President.

WALTER NICHOLS, Secretary.

NORTH MISSOURI

Insurance Company.

ASSETS, NOV. 1, 1872, $563,395.

THIS COMPANY HAS NO LOSSES IN BOSTON.

NEW-YORK OFFICE,

No. 139 BROADWAY.

J. J. REEVE, General Agent.

ARCTIC INSURANCE COMPANY,

No. 119 Broadway, New-York.

Nov. 11, 1872.

ASSETS, $344,716 08.

Boston losses will not exceed $10,000. A special assessment for the entire amount has been duly levied by the Directors.

DIRECTORS.

HENRY GRINNELL,	WM. H. FREDERICK,
JOSEPH HAGGERTY,	C. K. SHERIDAN,
ALBERT WARD,	A. F. ROBERTS,
LOUIS LORUM,	VINCENT TILYOU,
JOHN JACOBY,	ALLEN P. ROE,
ABRAM VAN RENT,	MADISON M. GALEN,
HENRY M. ROGERS,	JOHN M. CORWAIN,
DANIEL G. JACOT,	GOERG FRANKLIN,
ISAAC C. JONES,	JOSEPH PLATT,
HENRY E. MITCHELL,	ROBERT STARR,
RUFUS S. GRAVES,	ROBERT M. BRUCE,
HENRY A. HAIN,	S. H. CONDICT,
W. H. SHEPARD,	H. S. HENRY,
L. C. BRUMLEY,	GEO. H. CLEARMAN,
	VINCENT TILYOU, President.

Chas. Rathbone, Secretary.

OFFICE

NIAGARA FIRE INSURANCE CO.,

No. 261 Broadway,

NEW-YORK, Nov. 11, 1872.

Cash Capital and Assets, $1,300,000.

Losses in Boston will not Exceed Three Hundred Thousand Dollars.

HENRY A. HOWE, President.

P. NOTMAN, Vice-President.

MUTUAL INSURANCE COMPANY, No. 25 WALL-ST., NEW-YORK, Nov. 12, 1872.

A SPECIAL MEETING OF THIS BOARD OF DIRECTORS, THIS DAY, it was

Resolved, That an assessment be and the same is hereby made of Twenty-five per cent. on each share of the capital stock, in order to fill up the capital of the Company.

E. F. FREEMAN, Secretary.

INSURANCE.

STAR FIRE INSURANCE CO.,

NO. 161 BROADWAY.

Capital - - - $200,000

Assets Nov. 11, '72 400,000

A careful examination of the risks of this Company, made by an officer of the Company at Boston, shows that our loss will not exceed $130,000.

We offer the unbroken security, and solicit a share of the business of our friends and the public.

W. C. MILLER, President.

JNO. H. FRAZADAR, Vice-Pres't.

CHAS. H. ROBERTS, Secretary.

Williamsburg City FIRE INSURANCE COMPANY,

No. 151 Broadway, New-York.

GREAT FIRE IN BOSTON.

We are gratified in being able to announce to our customers and the Public that, after a careful examination of the Losses by the Great Fire in Boston, we are satisfied that our Losses will not exceed the Surplus and Capital of this Company.

EDMUND PENDLETON, President.

W. H. WARMOUTH, Secretary. E. D. STANLEY, President.

THE FIREMEN'S FUND INSURANCE COMPANY

OF THE CITY OF NEW-YORK.

CHARTERED MAY, 1864.

OFFICE, NO. 97 BROADWAY.

Cash Capital -	$150,000 00
Surplus - - - -	37,786 58
Total Assets -	$187,786 58

LOSS IN BOSTON CANNOT EXCEED $10,000.

A. HUSTED, President.

JOHN H. WASHBURN, Secretary.

INSURANCE COMPANY

OF NEW-YORK, 1864.

CAPITAL AND ASSETS TO JUNE 30, 1872.

LOSSES PAID TO JUNE 30, 1872	$1,000,000
LOSSES PAID IN CHICAGO	1,000,000
LOSSES IN BOSTON	$10,000

This old and reliable Company has met all its liabilities promptly for over thirty-two years, and all of the above-mentioned assets are available for the payment of losses and expenses.

JOS. GRANDIN, President.

JOHN CHARLTON, Secretary.

J. W. CHAMBERLIN, Jr., Manager of Eastern Department, office No. 54 Broadway, New-York.

THE NEW-YORK EQUITABLE INS. CO.

HAS BUT

$20,000 (Twenty Thousand

AT RISK IN THE CITY OF BOSTON.

JOHN MILLER, Secretary.

STEAMBOATS.

NARRAGANSETT STEAM-SHIP COMPANY.

FALL RIVER LINE

FOR BOSTON, via NEWPORT and FALL RIVER, Daily, (Sundays excepted,) at 6 P. M., from Pier No. 28 North River, foot of Murray-st., the world-renowned Steamers

BRISTOL and PROVIDENCE,

Capt. A. C. Sumner, Capt. W. H. Sumner.

These steamers connect in Newport with Fall River and all trains for Boston, Worcester, Springfield, Hartford, Providence, Stonington, Norwich, New London, Lowell, Concord, Nashua, Manchester, &c., &c. Passengers by this route avoid the WHITE MOUNTAINS and all the dust.

For tickets and state-rooms, apply at 192 Broadway; No. 349 Broadway, corner Spring; 3 Broadway, Astor House, and at the office on the pier.

A. C. KINSMAN, Superintendent.

H. H. HARRIS, General Eastern Agent.

PEOPLE'S LINE FOR ALBANY

The magnificent new steamers JOHN A. DIX and RICHMOND, One of the finest steamers will leave Pier No. 41 North River, foot of Jay-st., daily, (Sundays excepted,) at 5 P. M.

Landing at Yonkers, Nyack, Tarrytown, Sing Sing, Verplanck's, Newburgh, Cornwall, Fishkill Landing, Poughkeepsie, Hyde Park, Rhinebeck, Barrytown, Tivoli, Catskill, Hudson, Coxsackie, Athens, and Albany.

Connecting with the Troy Line for Troy, Saratoga, Lake George, Montreal, Quebec, &c.

Through tickets and state-rooms can be obtained at the office of the boat, and at No. 1 Courtlandt-st., Brooklyn Ferry-house, Fulton-st., and at the office on the pier.

THEODORE M. DAVIS, Superintendent.

C. H. TOWNSEND, General Eastern Agent.

STEAMER SEA BIRD—FOOT FRANKLIN-ST. AND MARKET-SLIP.

For Intermediate Landings.

LEAVE NEW-YORK	LEAVE BATH.
Monday, 5:00 P.M.	Monday, 7:00 P.M.
Wednesday, 5:00 P.M.	Wednesday, 7:00 P.M.
Saturday, 5:00 P.M.	Saturday, 7:00 P.M.
Tuesday, 5:00 P.M.	Tuesday, 7:00 P.M.
Thursday, 5:00 P.M.	Thursday, 7:00 P.M.
Friday, 5:00 P.M.	Friday, 7:00 P.M.
Saturday, 1:00 P.M.	Saturday, 3:00 P.M.

FOR BRIDGEPORT AND ALL POINTS EAST.

Steamer Connecticut leaves Pier No. 28 North River, foot of Murray-st., at 5 P. M. daily, (Sundays excepted,) connecting with Sound steamers for Stonington, Providence, Newport, Fall River, Boston, &c.

FOR NEW-HAVEN, HARTFORD, AND NEW-YORK AND NEW-HAVEN RAILROAD.

Steamer Granite State leaves Pier No. 28 North River, foot of Murray-st., at 5 P. M. daily, (Sundays excepted,) connecting with the New-Haven and Hartford Railroad trains for Hartford, Springfield, Northampton, Albany, Troy, Saratoga, Lake George, Montreal, Quebec, &c.

STATIONERY.

SLOTE & JANES, STATIONERS, PRINTERS and ACCOUNT BOOK MANUFACTURERS, No. 52 Fulton-st.

HENRY H. SLOTE. JONATHAN JANES.

FRANCIS LOUDERBACK, No. 6 Astor-place, Importer of Fancy and Staple Stationery.

AUCTION SALES.

THE NAVY DEPARTMENT WILL SELL AT PUBLIC AUCTION, at the Navy-Yard, Brooklyn, on THURSDAY, Nov. 21, 1872, at 10 o'clock A. M., the following-described property, viz.: Old Copper, Brass, Lead, Iron, Composition, Zinc, Rope, Canvas, Old Boats, Old Hulls, Old Anchors, Old Chains, Old Cables, Old Rigging, Old Sails, Old Iron Tanks, Old Iron Boilers, Old Iron Pumps, Old Iron Cranes, Old Iron Scales, Old Iron Stoves, Old Iron Tools, Old Iron Machinery, Old Iron Ballast, Old Iron Shot, Old Iron Shell, Old Iron Grapnels, Old Iron Rudder-Braces, Old Iron Gratings, Old Iron Hoops, Old Iron Rails, Old Iron Bolts, Old Iron Nuts, Old Iron Washers, Old Iron Spikes, Old Iron Rivets, Old Iron Bars, Old Iron Hooks, Old Iron Rings, Old Iron Sheaves, Old Iron Pulleys, Old Iron Blocks, Old Iron Tackles, Old Iron Falls, Old Iron Gun-Carriages, Old Iron Gun-Slides, Old Iron Gun-Trucks, Old Iron Gun-Tackles, Old Iron Gun-Falls, Old Iron Gun-Blocks, Old Iron Gun-Sheaves, Old Iron Gun-Pulleys, Old Iron Gun-Rings, Old Iron Gun-Hooks, Old Iron Gun-Bars, Old Iron Gun-Rivets, Old Iron Gun-Spikes, Old Iron Gun-Washers, Old Iron Gun-Nuts, Old Iron Gun-Bolts, Old Iron Gun-Rails, Old Iron Gun-Hoops, Old Iron Gun-Gratings, Old Iron Gun-Rudder-Braces, Old Iron Gun-Grapnels, Old Iron Gun-Shell, Old Iron Gun-Shot, Old Iron Gun-Ballast, Old Iron Gun-Machinery, Old Iron Gun-Tools, Old Iron Gun-Stoves, Old Iron Gun-Scales, Old Iron Gun-Cranes, Old Iron Gun-Pumps, Old Iron Gun-Boilers, Old Iron Gun-Tanks, Old Iron Gun-Anchors, Old Iron Gun-Chains, Old Iron Gun-Cables, Old Iron Gun-Rigging, Old Iron Gun-Sails, Old Iron Gun-Boats, Old Iron Gun-Hulls, Old Iron Gun-Anchors, Old Iron Gun-Chains, Old Iron Gun-Cables, Old Iron Gun-Rigging, Old Iron Gun-Sails, Old Iron Gun-Boats, Old Iron Gun-Hulls.

WILLIAM D. BRISCOE, Paymaster.

SALE OF CONDEMNED ORDNANCE AND ORDNANCE STORES.

BY ORDER OF THE BUREAU OF ORDNANCE, NAVY DEPT., Nov. 6, 1872.

BY LOUIS ADRIANCE, Professional Bankrupt, Nos. 52 and 54 Nassau-st.

Will be sold on WEDNESDAY, Nov. 20, 1872, at 10 o'clock A. M., Dec. 18, 1872, at Rev. Cannon's, at 10 o'clock A. M., Dec. 19, 1872, at Rev. Cannon's, at 10 o'clock A. M., Dec. 20, 1872, at Rev. Cannon's, at 10 o'clock A. M., Dec. 21, 1872, at Rev. Cannon's, at 10 o'clock A. M., Dec. 22, 1872, at Rev. Cannon's, at 10 o'clock A. M., Dec. 23, 1872, at Rev. Cannon's, at 10 o'clock A. M., Dec. 24, 1872, at Rev. Cannon's, at 10 o'clock A. M., Dec. 25, 1872, at Rev. Cannon's, at 10 o'clock A. M., Dec. 26, 1872, at Rev. Cannon's, at 10 o'clock A. M., Dec. 27, 1872, at Rev. Cannon's, at 10 o'clock A. M., Dec. 28, 1872, at Rev. Cannon's, at 10 o'clock A. M., Dec. 29, 1872, at Rev. Cannon's, at 10 o'clock A. M., Dec. 30, 1872, at Rev. Cannon's, at 10 o'clock A. M., Dec. 31, 1872, at Rev. Cannon's, at 10 o'clock A. M., Jan. 1, 1873, at Rev. Cannon's, at 10 o'clock A. M., Jan. 2, 1873, at Rev. Cannon's, at 10 o'clock A. M., Jan. 3, 1873, at Rev. Cannon's, at 10 o'clock A. M., Jan. 4, 1873, at Rev. Cannon's, at 10 o'clock A. M., Jan. 5, 1873, at Rev. Cannon's, at 10 o'clock A. M., Jan. 6, 1873, at Rev. Cannon's, at 10 o'clock A. M., Jan. 7, 1873, at Rev. Cannon's, at 10 o'clock A. M., Jan. 8, 1873, at Rev. Cannon's, at 10 o'clock A. M., Jan. 9, 1873, at Rev. Cannon's, at 10 o'clock A. M., Jan. 10, 1873, at Rev. Cannon's, at 10 o'clock A. M., Jan. 11, 1873, at Rev. Cannon's, at 10 o'clock A. M., Jan. 12, 1873, at Rev. Cannon's, at 10 o'clock A. M., Jan. 13, 1873, at Rev. Cannon's, at 10 o'clock A. M., Jan. 14, 1873, at Rev. Cannon's, at 10 o'clock A. M., Jan. 15, 1873, at Rev. Cannon's, at 10 o'clock A. M., Jan. 16, 1873, at Rev. Cannon's, at 10 o'clock A. M., Jan. 17, 1873, at Rev. Cannon's, at 10 o'clock A. M., Jan. 18, 1873, at Rev. Cannon's, at 10 o'clock A. M., Jan. 19, 1873, at Rev. Cannon's, at 10 o'clock A. M., Jan. 20, 1873, at Rev. Cannon's, at 10 o'clock A. M., Jan. 21, 1873, at Rev. Cannon's, at 10 o'clock A. M., Jan. 22, 1873, at Rev. Cannon's, at 10 o'clock A. M., Jan. 23, 1873, at Rev. Cannon's, at 10 o'clock A. M., Jan. 24, 1873, at Rev. Cannon's, at 10 o'clock A. M., Jan. 25, 1873, at Rev. Cannon's, at 10 o'clock A. M., Jan. 26,

ANCHOR LINE

Mediterranean Service.

GLASGOW AND LONDONDERRY TO NEW-YORK.

THE LARGEST IN THE TRADE.

ANCHOR LINE

UNITED STATES MAIL.

WHITE STAR LINE

UNITED STATES MAIL

SHIPPING.

CALIFORNIA, JAPAN AND CHINA

PACIFIC MAIL STEAMSHIP COMPANY

THE GREAT SOUTHERN

Mount Washington

Collegiate Institute,

CHARLIER INSTITUTE

GRAMMAR SCHOOL,

Auburn

BOARDING AND LODGING.

COMMERCIAL ACADEMY.

YOUNG LADIES' BOARDING-SCHOOL.

CORNELL BUILDING.

A. ARENAMO, M.A., Principal.

CENTRAL LABOR UNION.

LEGAL NOTICES.

SURROGATE NOTICES.

TEACHERS.

BUSINESS CHANCES.

BOARD WANTED.

MEETINGS.

PUBLIC NOTICES

SALES BY AUCTION.

RAILROADS.

LOAN OFFICES.

AMUSEMENTS.

PROPOSALS.

DANCING.

DIVIDEND NOTICES.

STEAMBOATS.

FOR SALE.

HELP WANTED.

SITUATIONS WANTED.

MISCELLANEOUS.

MARRIAGES AND DEATHS.

CITY ITEMS.

FINANCIAL.

OCEAN STEAMERS.

DOMESTIC PORTS.

FOREIGN PORTS.

COMMERCIAL AND MARINE.

REAL ESTATE.

AUCTION SALES.

LOST AND FOUND.

PROFESSIONAL CARDS.

BUSINESS NOTICES.

ADVERTISEMENTS DELIVERED AFTER 10 O'CLOCK P. M. WILL BE CLASSIFIED UNDER THE HEAD OF LATE BUSINESS NOTICES.

CRIME IN BROOKLYN.

A Bloody Record for the City of Churches.

A Man Found Dead Near the Docks of the Panorama Tragedy—Suicide of a Lawyer in Williamsburg—Other Homicides.

Between 1 and 2 o'clock yesterday morning, Officer Pearsall, of the Fourth Precinct, Brooklyn, while on post, found the dead body of a man lying on the sidewalk at the southwest corner of Everson-street and Park-avenue. The body was at once conveyed on a stretcher to the Station-house, corner of Vanderbilt and Myrtle avenues, where an examination by Drs. Chase and Doty revealed a bullet-wound in the left breast. Close by where the body was lying the officer picked up a small seven-barreled Allen revolver. Three barrels had been discharged. A small hole, about the size of a pea, was visible in his shirt and under-shirt, and a wound in the flesh directly over the heart. The vest bore no marks of the bullet. These facts gave rise to the conjecture that the deceased had committed suicide. The doctors stated that life had been extinct about an hour.

The body was that of a very fine-looking man, elegantly attired, having on his person a double-case gold hunting watch, a pair of gold eye-glasses, and several articles of jewelry. He had seven packs of handkerchiefs, one of which was marked "Biaggi." The body was taken to the Morgue yesterday, where, in the afternoon, it was identified as that of Alfred Brasch, a clerk, who boarded with Prof. De Costa, at 72 Everson-street. He was seen to leave his rooms shortly after midnight, apparently laboring under considerable excitement, and was not seen alive again. An inquest will be held on the body.

The Bullwinkle Homicide—Statement of the Car Conductor.

Yesterday morning Wm. Henry Buckelman, the conductor of car No. 261, of the Flushing-avenue line, who is charged with having struck Martin Bullwinkle a blow that caused his death, was taken before Coroner Jones for examination. The following is Buckelman's version of the affair:

My name is William Henry Buckelman; on Sunday evening, at 11 o'clock, I was collecting fares on the front of the car No. 261, of the Flushing-avenue line, at the corner of Navy-street and Flushing-avenue, when I saw a man standing on the corner; I was a man sitting on the rear step; I told him (meaning to ground, as it was against the rules of the company to get down there); he did as I requested, and stood with his back against the corner; I then passed on and took his fare from his left hand, and he paid me; after that I discovered that a portion of his dress was disarranged, and requested him to fix it; he did so with a smile; I then passed on, and was about two minutes from between him and the car, when I heard a cry; I passed the hospital; that is my station; and began to abuse me; I answered my back to him and I did not speak to him. I then thought he was drunk; he then continued a volley of names until we got to Classon-avenue; he then got off and began to run on the sidewalk, and struck several times at me; I then got off with the intention of arresting him in his way, and he struck me from behind; I then sung the bell in order to get away from him; I started on the run, but had to stop shortly on a lady to get off, who would not move until I struck her; I then started at me again from behind; he took at I saw the flash of the car, while I had one hand on the bell-I struck him in the nose with my left hand; after that he struck me on the head with a pistol; I then commenced running and swearing; I did was the last I saw of him; the blow I struck him was one of somewhat ordinary strength; in my opinion not more than sufficient to fell a baby.

At the request of Coroner Jones, Dr. Shepard made a post-mortem examination of the body yesterday, the result of which will be given at the inquest, which will probably be held this morning. The prisoner is still held. He is thirty-five years of age, and about five feet seven inches in height, and is said to be a quiet and well-disposed person.

The Mess Homicide—Examination and Discharge of Louis Berg.

Yesterday morning Louis Berg was taken before Justice Walsh for examination, having been arrested on suspicion of being one of the parties who administered a beating to Anthony Mess on the night of the 12th of June last, from the effects of which he died on the day following. The prosecution failed to show that Berg was in any way concerned in the matter, and he was discharged by the Justice.

The Police are still on the lookout for Grundley, the lager-beer seller, who, it is alleged, is implicated in the matter.

Suicide of a Lawyer in Williamsburg.

Between 12 and 1 o'clock yesterday morning Paul Miller, partner of C. R. Atwater in the law business, blew his brains out with a pistol at his residence, No. 68 Jefferson-street, Brooklyn, Eastern District. No cause can be assigned for the deed. Deceased leaves a wife and one child residing at the above place. He was thirty-eight years of age.

ERIE STILL IN TROUBLE.

The Improvements of the Road, and How the Money Therefor is to be Secured.

A meeting of the Erie directors was held yesterday at the Grand Opera-house. The business transacted was not made public, but it is understood that there was considerable discussion as to the best methods of raising money to perfect the improvements contemplated on the line of the road. There is need of new rolling stock, the track is to be changed to a narrow gauge, and there are important connections to be made with other companies; all of these matters call for the expenditure of a large amount of ready money, which the Company do not possess. The London money market is reported to be extremely shut up, and in case we look to it for a supply of funds; besides there are all kinds of rumors afloat there about Erie. Firms have been telegraphing to New-York recently to know if any spurious shares had been issued, or if any fraudulent or unauthorized stock is on the market. Their telegrams, in soliciting the purchase of stock, state that none can be bought except that guaranteed by the Farmers' Loan and Trust Company. By cable advices it is also learned that a combination of banking firms is being formed in London to undermine the influence of the "London agents of Erie, and if possible relieve Erie of the Atlantic and Great Western Railroad, with which it is now in a great measure saddled. From all of these reasons it is impossible for Erie to obtain money in London, and even if it were practicable, the rates of interest which are at present asked are alone sufficient obstacle to such a negotiation.

New-York, with what it knows of Erie, is worse yet, and it is doubtful if money could be obtained at any time, except at ruinous rates, in Wall-street to carry on the projected railroad improvements. Besides, there is suffering all upon Wall-street for money, from first-class parties and enterprises, to carry off the supply.

There is also a hitch among the Erie directors in regard to the Atlantic and Great Western matters. Those who were put in by the latter interest themselves likely to be in the minority; S. L. M. Barlow has lost much of his influence. The Erie meetings are now held in the Grand Opera-house, instead of his inner office, and President Watson transacts business more on his own judgment. Mr. Watson seems to be learning experience for the wide-ness of the road, and, with the co-operation of Gen. Dix, may do much to give it a desirable reputation.

The Recent Collision in the North River.

The investigation into the collision between the steamers Adelphi and Thomas Cornell, on the 9th inst., was resumed yesterday morning. Capt. Edward Van Wart of the Adelphi, testified: Was in the office at the time of the collision; the Cornell started out a little ahead; in taking a turn the ebb tide carried her off into the river; being on the north side of the dock, the Adelphi, a smaller vessel, turned Cornell out of the course of the Cornell; opposite Thirteenth-street saw some up-stream to the quarter of the Adelphi, and kept on; we were running too close to the dock, forced to go on by the position of the Cornell; coming to Fort Washington Point she was the other; that witness left the office and stood at the wheel; saw the collision was no close that witness may not have the would have the power of the vessel; when it he did not give more room; the Adelphi then slowed down, and the pens of the passengers of the Cornell; a lantern was shown out forward before the bell came to the; hearing the crash, witness ran forward; the Cornell began to go the wheel, starting away the Westhouse; at the time of the collision the Adelphi was closer to the point than any boat had ever been the before; the Cornell did not slow down; witness did not know what boat was ahead at the time of rounding the point.

Aaron C. Horton, expressman on the Adelphi, was also examined, and corroborated the foregoing testimony.

A Remarkable Musician.

John Roosh, aged sixteen, residing with his parents at No. 94 Seventh-street, was arrested yesterday, charged with burglary. It appears that Roosh was a constant visitor at the residence of Herman Smethick, No. 144 Norfolk-street, and on Saturday last it is alleged, that he unlocked the door of Smethick's bedroom with a pair of nippers and stole therefrom a gold watch valued at $400, a silver watch valued at $60, and $20 in greenbacks. He is also charged with having entered the room of Frank Smethick, in the same house, and stole a gold watch. The latter watch was found concealed in the cellar of a building at Second-street and First-avenue, where it was subsequently found. The silver watch was found in a pawn-shop in Third-avenue, where Roosh had pledged it for $6. The youthful burglar was locked up in the Tenth Precinct Station-house, and will be taken to the Essex Market Police Court for examination to-day.

NEW-YORK AND SUBURBAN NEWS.

NEW-YORK.

A fire yesterday morning, in the stable of Walter House, No. 320 West Nineteenth street, caused $100 damage.

Minerva Lodge of the Independent Order of Odd-Fellows gave its annual ball, at the Wallalla, in Orchard-street, last night.

The Germania Fire Insurance Company is now a Section by the Boston Spa. Its capital is $500,000; surplus, Nov. 1, 1872, $674,739 67. Total assets, $1,174,739 67.

Julia Carender, aged twenty-three, of No. 226 Greenwich-street, fell out of a second-story window into the sub-cellar, last evening and received serious injuries.

Frank Thompson, aged twenty-six, of No. 54 West-street, while at work on the steam-ship Elizabeth, at Pier No. 7, East River, yesterday, fell into the hold, and was dangerously injured.

Chas. McKenna, aged twenty-three, of No. 401 East Twenty-second-street, while attempting to get on board of Steam-ship Idaho, at Twenty-eighth-street, fell and was seriously injured.

The Board of Police yesterday transferred Capt. John J. Ward from the Twenty-third to the Twenty-seventh Precinct, and Capt. Thomas Cherry from the Twenty-seventh to the Twenty-third Precinct.

Sebastian Marsh, a German, nineteen years of age, residing at No. 139 Pitt-street, while working on the new building at the corner of Ann and Nassau streets, fell into the cellar, last evening, and was fatally injured.

Kate Lynch, aged thirty-eight, residing at No. 41 Cherry-street, while in conversation with some friends in Water-street, fell to the sidewalk, and expired in a few minutes. Death resulted from disease of the heart.

The Teutonia Lodge of the Independent Order of Odd-Fellows celebrated its thirty-eighth anniversary by a ball, at the Teutonia Assembly Rooms, last night, the proceeds of which will go to the charitable fund established by the lodge.

Caroline Creighton, while fighting with her husband at their residence, No. 71 Beekman-street, last evening, was knocked down and severely injured. Mrs. Creighton, after the fight, was taken to Park Hospital, her husband fled, and made his escape.

A meeting of the Second Assembly District Republican Association took place, last evening, at No. 139 Chatham-street, Mr. Dennis Shea, President, in the chair. The regular routine business was transacted, and a large number of new members were admitted.

The Phalcian Harmonic Vocal Society celebrated its first anniversary, at the Harmonic Rooms, in Fourteenth-street, last night, by a series of musical entertainments, including a dramatic recitation. The German Maennerchor and the Anchuetz Bund participated in the festivities.

Thomas Ringgold, a colored man, twenty-seven years of age, residing at No. 149 West Twenty-fourth-street, while endeavoring to jump on an outward-bound New-Haven train while in motion, on Fourth-avenue, near Forty-fifth-street, fell and had his left leg fearfully crushed.

Fire-Marshal McSpedon yesterday investigated the origin of the fire which occurred on Monday morning at Thomas Vandyke's factory, corner of Twenty-sixth-street and Fifth-avenue, and found that the fire was caused by superheated steam in the steam-pipes leading to a heating box on the third floor of the building.

The Government did not sell gold yesterday, the buoyant state of the market not seeming to warrant such a departure from the usual programme. It is hoped that a larger amount of bonds than usual will be bought by Secretary Boutwell today. The general opinion of the street seems to favor this course.

Controller Green will pay to-morrow, through the Finance Department Pay-master, on the line of the different works, the following pay-rolls, viz.: Laborers on Seventy-second-street improvement, to Oct. 31, $6,282 10; laborers on Central Park, to Oct. 31, $2,187 50; laborers on street repairs, to Oct. 31, $9,429 06; laborers on stop-rocks, &c., to Oct. 31, $3,270 62; total $26,-169 28.

The President of the New-York Gold Exchange Bank, Mr. R. L. Edwards, announced to the Stock and Gold Exchanges, yesterday, that it had been discovered that H. C. Bowers, the cashier of the bank, had improperly appropriated $15,000 of the surplus funds of the bank. This loss has nothing to do with the clearing department—the bank being the Clearing-house of the Gold Exchange.

James Wood, who was arrested on Monday for being engaged in an illegal gift-concert lottery, having given his residence at the Metropolitan Police Station, as at No. 609 Broadway, that address was mentioned in the report which appeared in yesterday's TIMES. It now appears that the number mentioned by the Police was No. 606 and not No. 609, where a reputable business is transacted.

The Republican Association of the Eleventh Assembly District met last evening, at Broadway and Twenty-third-street, for the transaction of local business. Thomas C. Acton in the chair. After disposing of routine matters, twenty new members were added to the roll of the Association. The regular meetings will in future be held on the second Tuesday of every month.

In the United States District Court, yesterday, in the case of J. M. Gerin *et al.* Beckmeister & Co., Judge Blatchford ruled that if a person honestly thinks he has a good defense on a promissory note, it shall be a valid defense to an action to throw him into involuntary bankruptcy, having suspended payment fourteen days previous to the time his commercial paper became due and payable.

Two brothers, named Matthew and Samuel McCabe, living in Eighteenth-street, between Tenth and Eleventh avenues, quarreled on Monday afternoon, when Matthew drew a knife and stabbed Samuel several times in the head and arm. The wounded man was conveyed to Bellevue Hospital, and his assailant was arrested and locked up at Jefferson Market to await the result of his brother's injuries.

The Farmers' Club of the American Institute held its usual meeting yesterday, at 3 o'clock, in Room No. 24, Cooper Union Building, Hon. N. C. Ely presiding. A discussion on Florida was had, and a paper read on Minnesota, by Mr. E. Page Davis, also one on California products, especially wheat, by Dr. Shurtleff, Esq., and discussions thereon. For full report of the proceedings see the WEEKLY TIMES, issued today.

Patrolman Launcelot J. Tierney, of the Thirtieth Precinct, was brought before Commissioner Manierre, yesterday, charged with being under the influence of liquor while returning from patrol duty on the evening of the 6th inst. The policeman showed that he was suffering from fever and ague, and, while returning from post, took a dose of quinine in a glass of liquor, which affected his head, he having been badly injured during the riots of 1863.

BROOKLYN.

The Committee on Election Returns met at 11 o'clock A. M. today, at the City Hall, to canvass the election returns.

The Mayor has appointed Aldermen Roper, Walter, and McGroarty, on the Boston Relief Committee, to assist him in furnishing relief to the sufferers by the Boston fire if any should be required.

Senator Perry has expressed his views in favor of a new charter for Brooklyn. He advocates the abolition of the Municipal Commissions, a return to the Metropolitan system, redistricting the city, and the annexation of the Board of Supervisors.

The trial of John and Bridget Haskins, indicted for causing the death of their child by starvation and neglect, at their home, No. 63 Adelphi-street, in July last, was concluded yesterday in the Court of Sessions, resulting in a failure to convict the accused.

The suit of Ellen Dolan against Patrick Leedy, to recover $2,000 for injuries received by falling into a coal-hole on the defendant's premises, corner of Columbia and Congress streets, on the night of Feb. 11, last, was tried yesterday before Judge Fallon, in the City Court. The Jury rendered a verdict for $127 50 in favor of the defendant. Defendant gave notice of a motion for a new trial.

The Board of Canvassers met yesterday for the purpose of commencing the official canvass of the county vote cast at the late election. But little more than a commencement was made. P. C. McKeon, of No. 46 Wolcott-street, Chief Deputy United States Marshal of the Seventeenth District, commenced the canvass. He opened the informal manner in which the election was conducted in the FIRST Election District of the Twelfth Ward, in that 119 persons voted whose ages were not questioned or recorded.

LONG ISLAND.

A horse railroad is projected between Pearsalls and Valley Stream.

Rev. Henry Woodruff has accepted a call to become pastor of the Presbyterian Church at Northport.

The Presbyterian Church of Sag Harbor has extended a call to Rev. Alexander W. Sprout, of Chester, Penn.

On Monday the Queens County Teachers' Institute will begin its sessions at the Police School building, in Jamaica.

Robert Burgess, a farmer, living at Bathing Hollow, was found by his daughter near his house, a few days ago, in a dying condition, and shortly expired. Coroner Corwin held an inquest, when a verdict was rendered in accordance with the facts stated. Deceased was about sixty-five years of age, and had been subject to fits.

Mr. J. D. Barton, formerly Superintendent of the Long Island Railroad, has received the appointments of General Superintendent of the Atlantic and Great Western Railroad.

The small-pox has broken out at Port Jefferson, and several cases have already proved fatal. Great alarm prevails in the village, and every precaution is taken to prevent the spread of the loathsome disease.

George Williams, of Bayside, while getting on the 9 o'clock train at Flushing Monday night, slipped and fell between the cars, one of the wheels passing over his left leg. Dr. Hicks amputated the limb, after which Williams was taken home by friends.

The number of Sunday-schools now organized in Suffolk County is 128, with 824 male and 497 female teachers, and an attendance of 4,320 scholars. The census shows that there are 15,743 children in the county between the ages of five and twenty-one years.

Martin Straub, formerly proprietor of the Hudson (Bath, Whilden & Co.) found yesterday morning dead on the ocean, in front of the hotel. He had recently been thrown on College Point, and had at one time been well to do, but adverse circumstances, which is believed to be the cause of the rash act. He was about fifty years old. Coroner Watt, of Flushing, held an inquest.

The annual meeting of the Queens County Agricultural Society was held at the Old Fair Grounds, Mineola, yesterday. All section of officers was held, with the following result: For President, Robert Willetts, of Flushing; Vice-President, George T. Howlett, of Hempstead; Secretary, John Harold, of Westbury; Treasurer, Benj. D. Hicks, of Westbury; Directors, S. S. Aymar, Geo. P. Titus, Frederick B. Smart.

WESTCHESTER.

Amherst White, Jr., Republican, of Rye, is elected to Assembly in Westchester, instead of Duesenberry.

STATEN ISLAND.

Yesterday, the dead body of an unknown man was found upon the south beach, near Cedar Grove. Justice Morgan was notified. The remains were interred in the Richmond County Poor-house burying grounds.

NEW-JERSEY.

The small-pox has almost entirely disappeared from Jersey City, there being only two cases, both slight, known to the authorities.

The Orange Common Council has authorized the Mayor to offer a reward of $1,000 for the detection of the miscreants of any person found guilty of incendiarism.

Walter G. Pierson, about forty-five years of age, and for a long time a resident of Paterson, attempted suicide yesterday by taking morphine. There was little hope of his recovery.

The Twenty-sixth Annual Meeting of the Essex County Bible Society was held at the Clinton-avenue Reformed Church, Newark, yesterday. The reception of the Society during the year were $1,000, and the Rev. Dr. Wyckoff was elected President; Rev. Frederic De Veaux, Secretary, and C. M. Woodruff, Treasurer, for the ensuing year.

Yesterday James S. Gamble, of Newark, the newly-elected Sheriff of Essex County, was sworn in, giving bonds in the sum of $30,000. Mr. Retford, the new County Clerk, and the Coroners also took the oath of office. Ali Paterson, John Allen, Emeryk, and the other county officers were also sworn in. The day was the last on which, according to law, the oath could be administered.

The Evangelical Alliance—The General Conference in 1873.

A meeting in the interest of the Evangelical Alliance was held, last evening, in the Church of the Pilgrims, Brooklyn, to hear the report of Rev. Dr. Schaff, Secretary of the Alliance, on its operations in Europe, and on the subject of the General Conference which it is proposed to hold in this City in 1873. Rev. Henry Ward Beecher, Rev. Wm. Ives Bedmeston, D. D., and Rev. Noah H. Schenck, D. D., were present, among other prominent residents of Brooklyn. Rev. Dr. Storrs presided.

In his address at the opening of the meeting, Dr. Schaff said that between forty and fifty ecclesiastical Bodies in Great Britain, Germany, Switzerland, Holland, Belgium, Italy, Spain, Hungary, Bohemia, Russia, Turkey, Greece, Asia Minor, Egypt, Abyssinia, Liberia, Madagascar, China, Japan, India, Australia, and the Sandwich Islands, had signified their intention of sending delegates to the Conference. Invitations had been sent to the Pope, the Emperor of Russia, the Sultan, the Emperor of China, and the Mikado of Japan. Many of these had already been accepted, and the Conference would be the largest ever held. Among the subjects to be discussed, such as "The present state of Christendom," "Christianity and Science," "Foreign and domestic missions," "Christianity and government," "Christianity and political economy."

Rev. Henry Ward Beecher addressed the meeting, and said the Conference of 1873 would be a meeting of Confederated Christendom. There would be a larger number of brethren from the different Christian Protestant denominations than, perhaps, ever met before on the American shore. It was to be an interchange of Christian sympathy. It would be worth something for those on this side of the Atlantic to know that the same principles were which had to be encountered on the other side of the sea, and to show them what the Gospel could do among a free people where it was not limited by the interposition of the State and not hindered by a general skepticism of the people.

No action on the report of Dr. Schaff was taken by the meeting, which adjourned at the close of Mr. Beecher's address.

A Railway Car on Fire—Loss $20,000.

Yesterday, just before reaching Newark, a fire was discovered in the Adams Express car attached to the 5 o'clock express-train. The Newark Fire Department was called out and the fire extinguished without trouble. The car was filled with silk twist, silks, velvets, fine carpets and jewelry, all of which were more or less damaged by fire and water. The car-load was valued at about $40,000, not more than half of which will be lost. The fire, it is the opinion, is believed, is sparks flying from the locomotive.

Probable Death from a Gruesome Accident.

Late Monday night while Peter Reilly was engaged in filling a burned lamp from a can of kerosene oil, at No. 1,259 Fulton-avenue, Brooklyn, the oil in the can ignited, and to prevent damage to the building, Reilly threw the burning can out at an open window into the street. The flame fell on a Mrs. Mary Jones, who happened to be passing at the time, and she was instantly enveloped in flames. The woman was terribly burned all over her person, and the physicians pronounce her injuries inevitably fatal.

Accident on the Northern New-Jersey Railroad.

On Monday evening a terrible accident occurred on the Northern New-Jersey Railroad, near Leonia. David Preston, a colored man was driving homeward, and, when crossing the railroad track near the above-named station, the locomotive attached to the Nyack express struck his wagon, demolishing it, and killing Preston and the horse. The night was very dark, and for some reason the engineer failed to see the accident at all, and the train ran to Englewood before it was discovered. Preston's body was horribly mangled.

[Advertisement.]

THANKSGIVING.—Among the good things for which we are thankful we give thanks to the Knox Winter styles of gentlemen's hats. Desirable people patronize Knox, No. 212 Broadway.

Passengers Sailed.

Per steam-ship Liverpool, for Liverpool—Mrs. W. Kimball, Mrs. G. Hutchins, W. H. Mosher, Jas. Mackay, Mrs. Mackay, C. G. Hutchins, Mrs. Hutchins and daughter, A. H. Jenvier, Mrs. Valentine, F. W. Clark, Clarence E. Wood, C. J. Winsor and child, Wilfred B. Mercer, D. T. Gardenier and wife, Mrs. F. H. Clark, Mrs. Campbell, Mr. Greenhill, wife and 2 children, Mrs. Fairlie, Mrs. Hall, Mrs. Peirce and child, Mrs. Bowen, Mrs. Smith, Mrs. Pearce and child, Mrs. Sayre, Mrs. Hubbard and infant, John Pierce, Wm. H. Pugh, Henry Orr, Mrs. Sayre, Mrs. Williams and child, Mrs. Gage, Mrs. Sayville, John Ayers and wife, J. Mc. Gage, C. W. Stokes, Clark Hollister, Miguel Gamboa, Dr. C. Guion, Mrs. James Brooks, H. B. Murray, John Murray, T. Davis.

Passengers Arrived.

In steam-ship City of Paris, from Liverpool—Chas. Bonnet, Mrs. Bonnet, Miss Bonnet, Miss Bonnet, Miss